CANADIAN GEOGRAPHICAL JOURNAL

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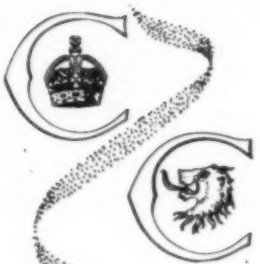
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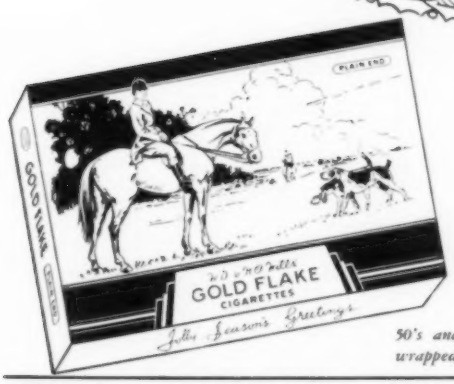
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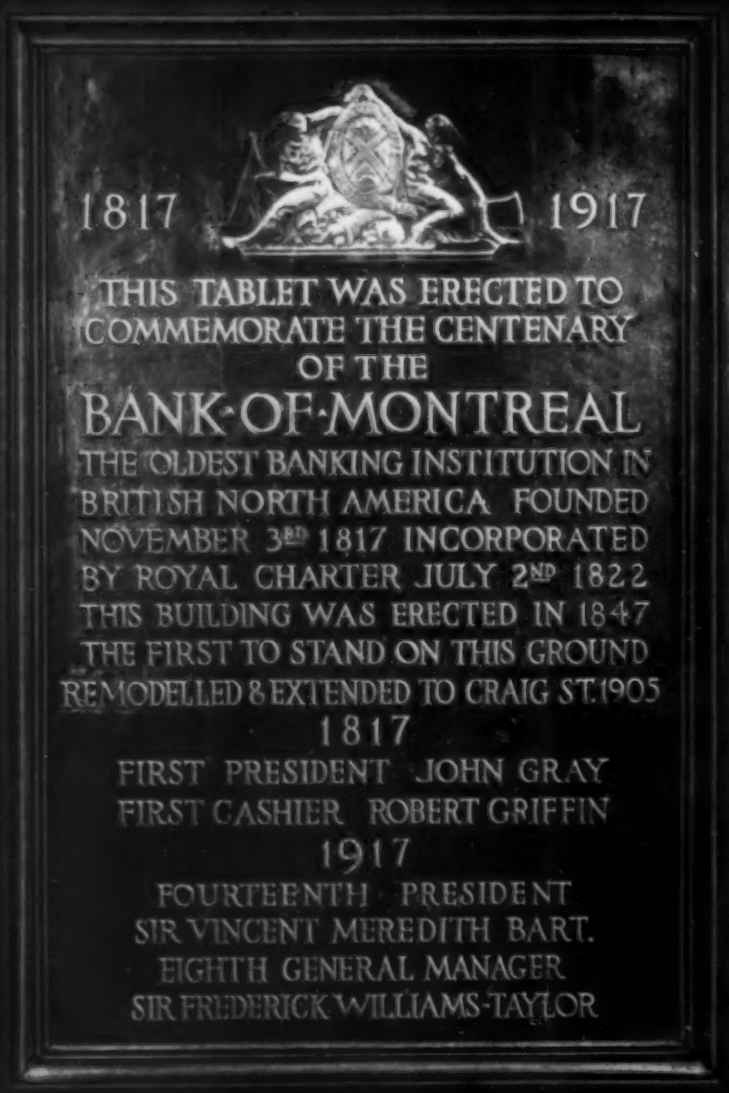
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Biography
Can. Geog. Jour.
Nov-Dec
1939

CANADIAN GEOGRAPHICAL JOURNAL

Editor - *Gordon M. Dallyn*

172 WELLINGTON STREET, OTTAWA

This magazine is dedicated to the interpretation, in authentic and popular form, with extensive illustrations, of geography in its widest sense, first of Canada, then of the rest of the British Commonwealth, and other parts of the world in which Canada has special interest.

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Courtesy W. F. Taylor, London.

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The British standard of spelling is adopted substantially as used by the Dominion Government and taught in most Canadian schools, the precise authority being the Oxford Dictionary as edited in 1936.

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CECIL JOHN RHODES

Drawing by the Duchess of Rutland, reproduced with the permission of The Rhodes Trustees.

CANADIAN RHODES SCHOLARS

by **R. C. WALLACE**

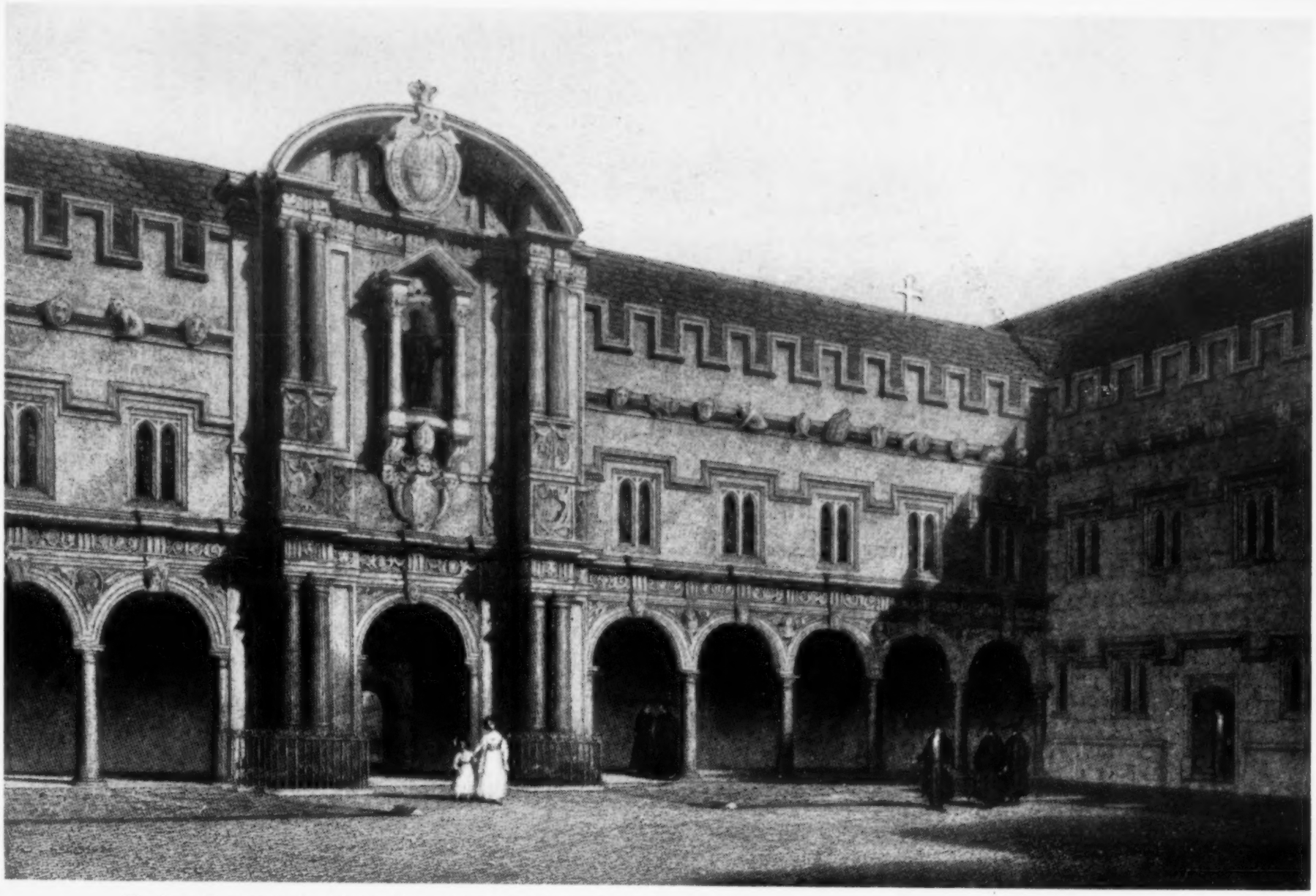
CECIL RHODES cherished the hope that if students who had been carefully selected were given the opportunity to mingle in the undergraduate life of Oxford, and to profit from the education which the honours schools afforded, they would go back to the Dominions, to the United States and to Germany as emissaries for the ideals which actuated the British Empire at its best. They might prove as well to be a cementing bond for the structure of international friendship which Rhodes desired to erect for the world at large. That hope was expressed by Rhodes in his will thirty-six years ago; and for thirty-four years students have gone to Oxford from the various provinces of Canada inspired with the challenge of this great mission. For thirty years — a whole generation as time is measured — they have been coming back to us. Is the hope of the great Empire builder being realized? Or have conditions changed so greatly in the intervening years that of necessity other considerations must play a larger part in the plan than those which were at the root of the idea when it first took shape?

Since the time when the first selection of seven men from Canada was made in 1904, 305 Canadian Rhodes Scholars have proceeded to Oxford, and 10 have been nominated for 1939. Two hundred have found their home and lifework in Canada after completing their term of residence in Oxford. Others have settled in England and the United States, or are engaged with colonial services; and 23 are deceased. An analysis of occupations is significant. Sixty-five are barristers, practising law. Twenty others were trained in law, but are not now practising. Seventy-eight are in educational work. Twenty-four are in the public services, seventeen in science and applied science, twenty in medicine, twenty-four are in business, ten in journalism, seven in the Church. Five are members of the Federal House or of a provincial legislature.

It will be noted that a very large percentage of the Canadian Rhodes Scholars are engaged in the practice of law, and it is presumed that many of them had already entered on their legal studies when they were selected. This is strikingly at variance with the interests of the Rhodes Scholars who are at Oxford at the present time. Of all Rhodes men who were in residence in 1937-38, thirty-six were in Law, fifty-two in Natural Science and Medicine, fourteen in History, seven in Economics, seven in Litterae Humaniores, thirteen in English, seven in Mathematics, thirty-nine in Philosophy, Politics and Economics, one in Modern Languages and five in other subjects. The natural sciences and medicine, politics and economics are now playing the part that professional studies in law played half a generation ago. There has been a shift of interest, and the men who are being selected to represent Canada in Oxford are cases in point. But even if due weight be given to the newer interests in the curriculum at Oxford, Canada has shown a special interest in the law student, in the matter of selection of Rhodes Scholars. Of 1826 Rhodes men scattered throughout the world 413 are practising law. This is a considerably lower proportion than obtains among the Canadian Scholars.

The reason is not far to seek. Law students at our universities are alert minded, interested in public issues, logical and clearcut in their thinking. They may be expected to play their part in affairs in later years. They possess a training that fits them for the legislative assemblies of their country. In a word, they are good prospects for the carrying out of Rhodes' objectives. So too are the men who propose to engage in educational work in the colleges or the schools. They are the two large groups in Canada. Only in more recent years have the men who cultivate the sciences been interested to the same extent in the scholarships. For them there had been — and still are — the Royal Exhibition of 1851 Scholarships, to any university of their choice; and three such scholarships are available annually in Canada. But the prestige of Oxford in science and in preclinical medicine has been greatly enhanced in recent years, and able students in science and in medicine are now definitely interested in the Rhodes Scholarships, and, in reasonable proportions, are now selected year by year by the committees.

What has been the record of Canadian Rhodes Scholars at Oxford? In scholar-



The Inner Quadrangle, St. John's College, added by Archbishop Laud. Courtesy *University Almanack* for 1845 and The Clarendon Press, Oxford.



Oxford a Century Ago, from Merton Field. Courtesy *Ingram's Memorials* and The Clarendon Press, Oxford.

ship it has been good, if not exceptional. Of the 263 Scholars who have taken Final Honour Schools from 1906 to 1937, 15.25 per cent obtained First Class and 60.59 per cent Second Class. This is slightly higher than the record of the whole group of Dominion scholars, though lower than that of the men from Australia and New Zealand, two countries which have supplied a remarkably large percentage of First Class men. It is somewhat higher than the record of the scholars from the United States. Though not as good an average as the British scholars and Exhibitioners at Oxford have shown in the same period, it is very much above the record of the Commoners and holders of small Exhibitions during those years. The Canadians have done well in the Bachelor of Civil Law course, and several have taken higher degrees during residence at Oxford. As between the representatives of the provinces in Canada, there has been little variation. The results would seem to show that on the whole the selections from any one province conform on an average reasonably uniformly with those from any other in Canada.

In athletics 76 of the 263 scholars have won their 'blues' or 'half blues' as representatives of their university against Cambridge in one or other of the twenty major sports. The prowess of the Canadians in ice hockey is well known not only in Oxford but in the successive Oxford teams which have toured the continent of Europe.

So much for the statistical background. The regional distribution of the scholarships has made for the elimination of local or provincial attitudes among the Canadian Scholars. Territorially there is a delightful catholicity in the procedure. Each province may have one nominee, except Prince Edward Island, whose able young men are looked after in the other provinces; and Ontario and Quebec, the populous provinces, have two representatives. Even the Northwest Territories, north of 60 degrees latitude, had the honour of a selection, at the instance of a provincial committee, of a man who had prepared himself for the university by self study in his northern home. The mutual advantages are obvious when a man of this type finds himself in close association with a student who has had his school training in one of the best of the boys' schools in Eastern Canada. If these young men are to play their part, as Rhodes would have had them play, in shaping the policies of their own country, a territorial basis of selection such as has been adopted was, for Canada in particular, an essential condition. In a geographical journal the point need not be laboured that our major problems are geographical. There is the ever present need that knowledge of local conditions be contributed to the common store. This, in their own way, the Rhodes men from Canada can do in their discussions on matters Canadian in Oxford.

More fundamental, however, to the whole plan is the influence which the life in Oxford has on the Canadian scholars, and the way in which that influence makes itself felt in later years in Canada. Here one deals with the intangibles, and it is difficult, if not impossible, to make an objective analysis. One is forced back on personal impressions.

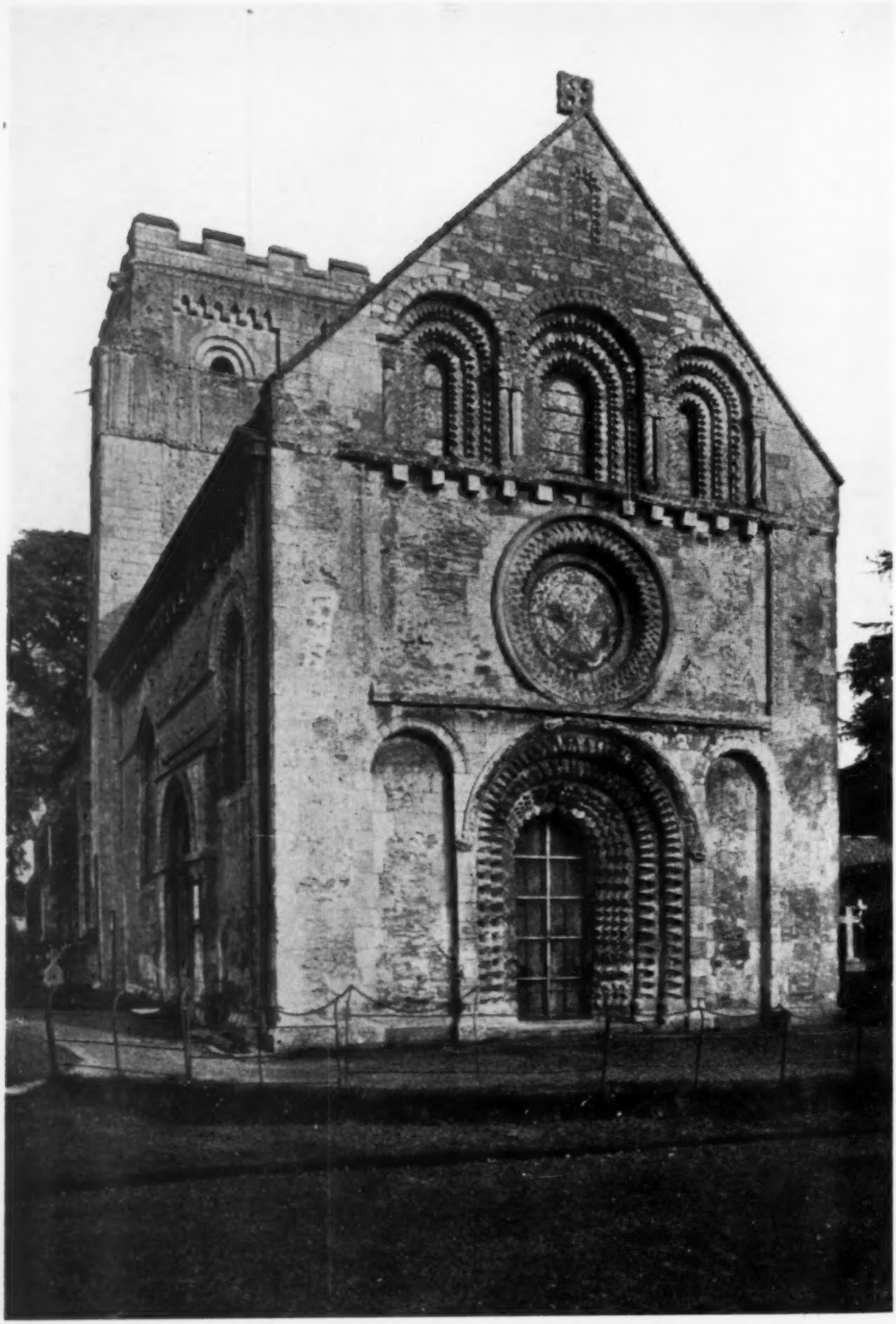
The average age of the Rhodes men is approximately thirty-seven years. Very few are over fifty. They are as yet busily engaged in making a success in their own profession, and in building up a reasonable competence which is almost a *sine qua non* under Canadian conditions if one wishes to enter into public life with a measurable sense of security. The time has not yet come when a fair judgment can be reached of the contribution which Rhodes scholars may make to public affairs in Canada through the orthodox channels of political affiliations. At the present time this group of men gives to Canada a federal minister, the premier of one of the provinces, the attorney-general of another province and a few — three at most — members to the federal and provincial parliaments. Not a large list in point of numbers, but high in quality. One would venture to state that if ten years hence there is not a large accession to the ranks of public men, in a political sense, from the Rhodes group, the results as judged by the criterion which Rhodes himself had in mind will have been disappointing. The indications are that the men who are active in the legal profession, or who have had a legal training, will supply the necessary recruits to this field of service.

It would be a misreading of the situation in Canada to assess the contribution of Rhodes men to public life by the extent to which they are engaged in the active political arena. Many of the men in the educational services have neither the desire nor the flair for the political method. They do much, however, to mould the opinion of



Magdalen Tower and Magdalen Bridge.

Courtesy W. F. Taylor, London



Iffley Church, the West End. Courtesy J. R. H. Weaver and The Clarendon Press, Oxford.

Canadians on the public issues, more particularly with reference to foreign policy and international relationships. The Canadian Institute for International Affairs owes very much to Rhodes Scholars, who have been, and are, a stimulating force in that organization. While the Institute has no political policy, it is the clearing-house of Canadian opinion in world affairs; and its influence on the thinking of political parties grows apace.

Not that all Rhodes men think imperially, as Rhodes would have had them think. Several of them have strong sympathies with the isolationist school. But they have made their contribution in forcing into the foreground the consideration of Canadian foreign policy, which had hitherto received amazingly scant attention either in the federal house or on the political hustings.

As in political life, so in the legal professions, in the public services, in business, in journalism and the Church. There are distinguished Rhodes men in these vocations; they are relatively few in number. The greatest contribution has been made in education, both in number and in quality. This is as it should be. Men who have taken a first or a good second in an honours school at Oxford have much to give to the Canadian universities and private schools. All who know the Canadian educational life are aware of the contribution which is being made to Canadian scholarship by a very able group of Rhodes men, mainly in the social sciences. One is inclined to the opinion that the special values which Oxford can give are more in evidence here than anywhere else. In a new country, much concerned with the somewhat strenuous task of building up a pioneer civilization, the outlook is apt to be provincial, even parochial. There is no doubt that a counterbalance, at times even a wholesome counter-irritant, has been supplied by Canadian thinkers who have lived in the more cosmopolitan atmosphere of undergraduate Oxford.

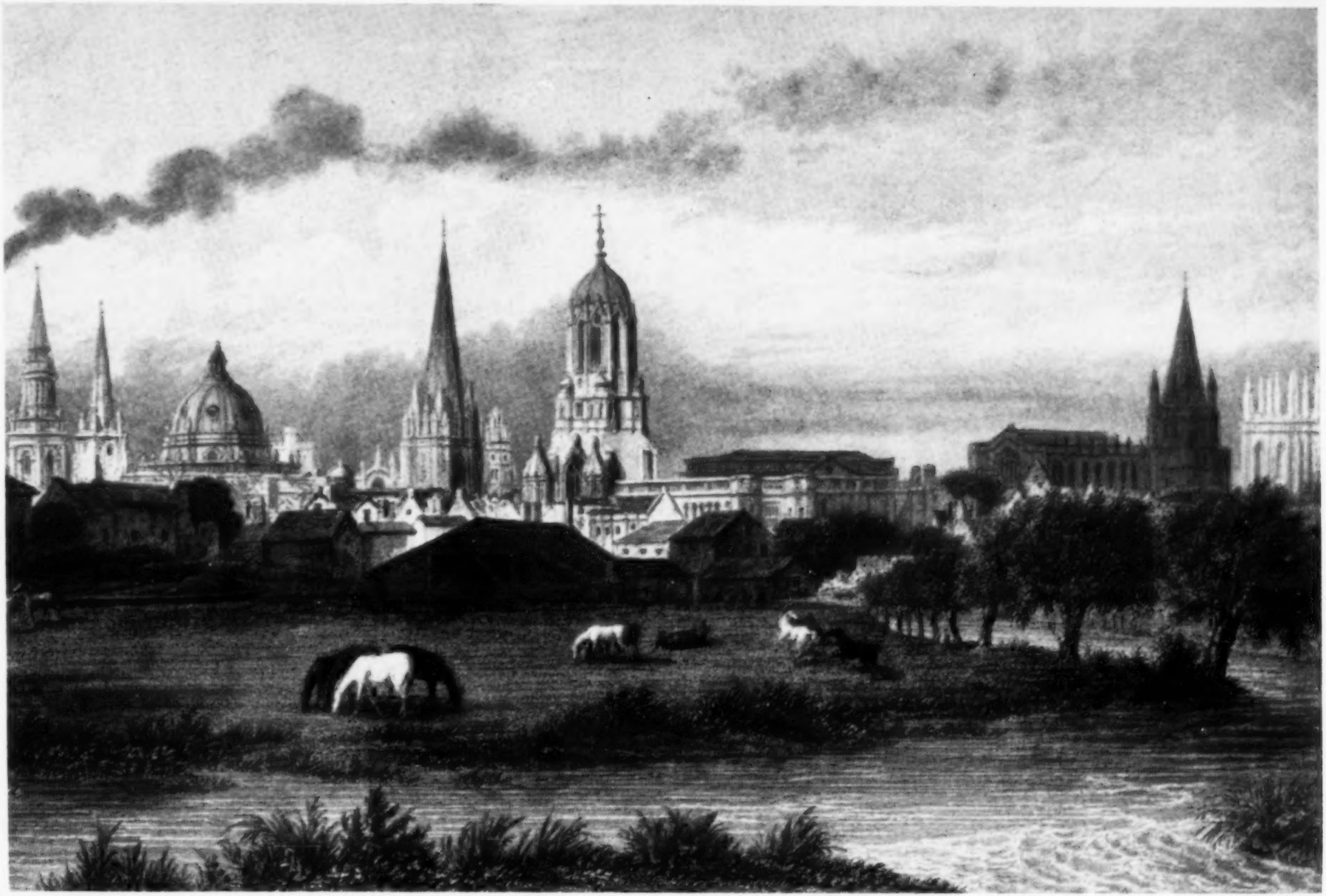
It is now more than a quarter of a century since Sir George Parkin, the Secretary to the Rhodes Trust, wrote these words, "Year by year aspiring youth, keen to equip itself for the higher work of life, eager to add the knowledge of the Old World to that of the New Continents, will be drawn from all the lands to which the Anglo-Saxon race has spread to learn what England has to teach. They will interchange thought and experience with each other, with the youth of the Motherland, and with the German students drawn to the same centre by the same influence. That this intercourse will tend to produce among the nations concerned the kindlier feeling, the better understanding, and the mutual respect, leading up to the common effort for the world's peace and welfare of which Rhodes dreamed, there is every reason to hope. And so the justification of his dreams must be left in the hands of his Scholars."

Much has taken place in the intervening years which the scholars have been powerless to control; and for the time being other forces hold sway. But the ideal remains, for it is a deep-rooted aspiration of the human heart. Rhodes has many monuments, but men the world over will agree with Rosebery when he said at Oxford that "his truest and noblest monument will be the career, the merits, and the reputation of the scholars whom he has summoned within these walls." The Canadian scholars are already doing their part in the building of this monument.



Tomb of Cecil Rhodes

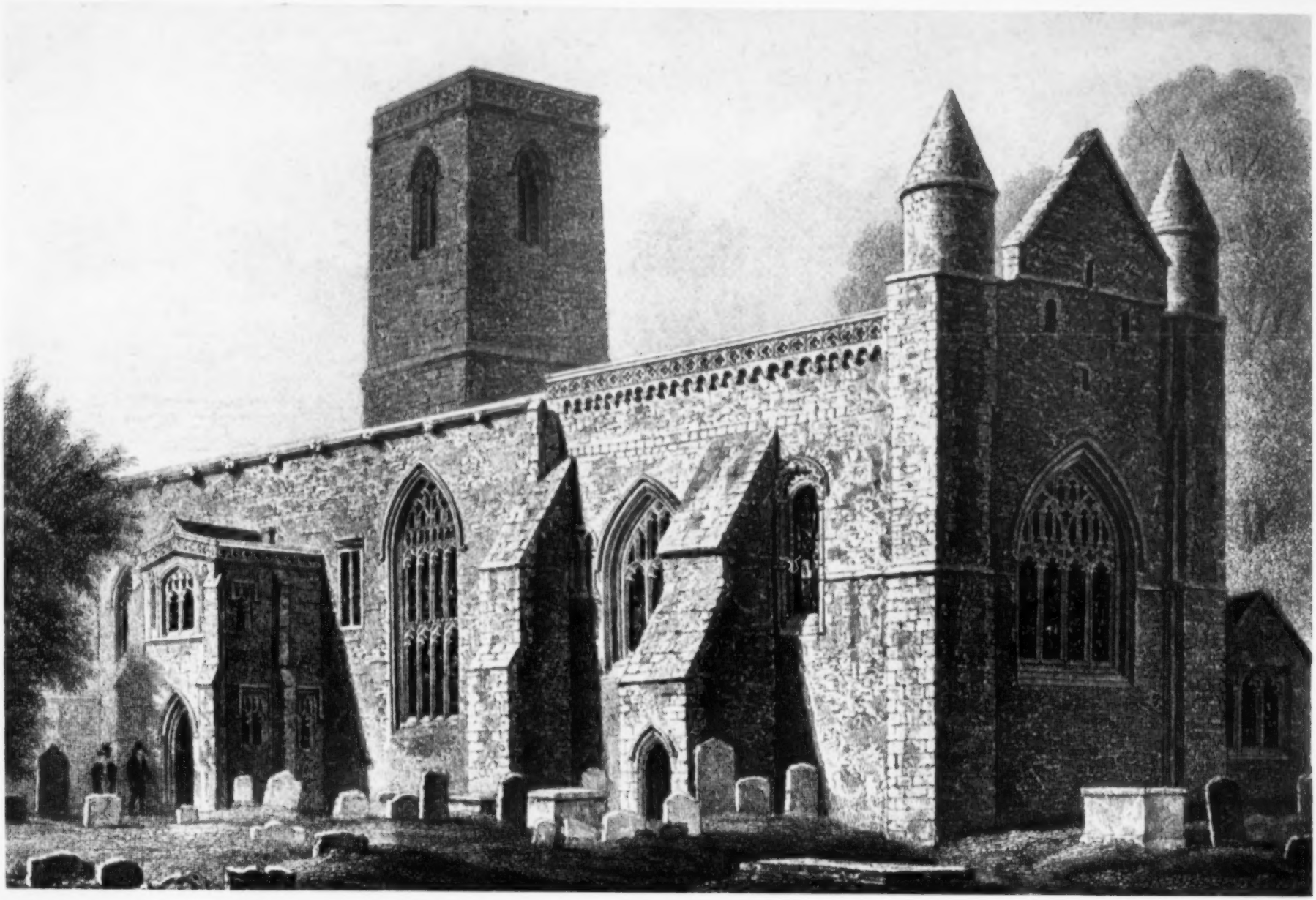
Courtesy South African Railways and Harbours



Oxford a Century Ago, from the South-west. Courtesy *Ingram's Memorials* and The Clarendon Press, Oxford.



Oxford from the North. Courtesy *University Almanack* for 1849 and The Clarendon Press, Oxford.



St. Peter's in the East. Courtesy *Ingram's Memorials* and The Clarendon Press, Oxford.

St. Peter's in the East. Courtesy *Ingram's Memorials* and The Clarendon Press, Oxford.



'Schools'. The Examination Schools in the High. St. Mary's Spire in the Distance. Courtesy *University Almanack* for 1932 and The Clarendon Press, Oxford.



The Toronto Symphony Orchestra, The Conservatory Choir and the Children's Chorus, which gave a performance of Pierné's "Children's Crusade" in 1934. This work, originally produced in Toronto by the

CANADIAN MUSICAL LIFE

by **SIR ERNEST C. MACMILLAN**

CANADIAN geography conditions Canadian music to such an extent that it is perhaps not incongruous to find an article on music in the Canadian Geographical Journal. The vast extent of the Dominion, the sparseness of its population, its geographical and racial divisions, the absence of any single recognized social and cultural centre to which all smaller centres might look for leadership, and, finally, the proximity of the United States — all these factors make for disunion and render it difficult to paint a complete and lucid picture of our musical life. In sketching those few phases that seem most significant, omissions will be inevitable. It is, perhaps, best to confine our attention to institutions, organizations and musical communities that seem significant, rather than to discuss personalities, however interesting and influential.

An enquiry into the musical life of any nation must deal first of all with its composers and with those distinctive features that differentiate their music from that of other countries. We have in Canada several gifted composers of both the French and the British traditions and there has, of recent years, been a marked increase of interest in composition of a modern type among some of our young people, yet it is difficult to trace in their music as a whole, such distinctive national features as we find, for instance, in much Canadian painting. Nor, it must be admitted, has Canadian music made any great impression outside our own borders (as has Canadian painting), except in one or two restricted fields. As a rule musical self-expression matures more slowly in any nation than does self-expression in the other arts. In its highest manifestations music becomes individualistic rather than national. Nevertheless the history of other countries teaches us that a period of nationalistic self-consciousness generally precedes the appearance in any nation of great composers, preparing and fertilizing the soil in which they can grow and come to fruition.

Every great composer draws nourishment from his own national traditions as well as from the universally accepted musical classics; in Europe these traditions generally include a national folk-lore. Folk-song need not, of course, be drawn upon consciously and specifically as thematic material (it rarely is in the case of great composers), but, by permeating the spiritual atmosphere surrounding the composer,



late Dr. Vogt, was again given under Sir Ernest's direction in 1938 with the same choral forces and the Philadelphia Orchestra.

it is subconsciously assimilated by him and becomes part and parcel of his nature. When to this folk tradition there is added the more sophisticated tradition of a continuous line of great musicians (as in Germany and Italy up to at least the end of the nineteenth century) the soil becomes still more fertile.

England had such a tradition at one time, but for about a hundred and fifty years it was almost submerged by foreign influences and few native composers of note appeared on the scene. Unfortunately for us that period practically coincides with the rise and development of Canada as a British dominion. Since the beginning of the twentieth century consciousness in England of her musical individuality and independence has been reborn; her composers have come to realize, as never before, the richness of English folk-song and the greatness of the finest Elizabethan and Restoration writers. One wonders whether the present revival of a strong English school has come too late to exercise any powerful influence on the course of Canadian music, for Canada is no longer a colony and many other influences are at work in shaping her musical future. It is significant that Canadian interest in the music of modern British composers seems to be confined to comparatively restricted circles, though within the limits of those circles it makes a strong appeal.

While British traditions will undoubtedly play their part in our musical development, one anticipates that French folk-lore will play at least an equally prominent role. French Canada — almost alone among communities north of the Mexican border — has preserved a peasantry and with it that attachment to the soil which more industrialized peoples have lost. Where a peasantry is, there will be a folk-lore and folk-music. To be sure Ontario and other parts of Canada still preserve their barn-dances, logging chanties and other excellent things that have not yet degenerated (as have in some cases English folk-songs and dances) into a cult, but our city populations and radio listeners generally are fed to a great extent on the commercial products of Tin Pan Alley. These will have to be reckoned with in our musical future and some Canadians have followed their American confreres in experimental incorporation of jazz-band features in serious music. The paucity of genuinely distinguished works which have resulted from such experiments in the United States during the last twenty years does not, perhaps, encourage one to hope for much of permanent value to Canadian music in this direction. Such developments could, in any case, hardly be called distinctively Canadian. However, the life of our cities, as of our country, cries out for musical expression and if art is not to lose

entire contact with reality, only blind prejudice can ignore this factor. Perhaps the synthetic products too often presented to us as "expressing modern life" are in reality fore-runners of more vital works.

The traditional music of French Canada, though for the most part European in origin, has lived on this continent long enough to have become thoroughly acclimatized and to have developed individual features; it is, moreover, often associated with words that deal with the Canadian scene. It is not surprising, therefore, that many British as well as French Canadian composers draw on it for thematical material. Some of the resulting music has been merely of the "potpourri" type; works on the lines of Liszt's Hungarian Rhapsodies, usually, though with some happy exceptions, inferior in execution. It is, however, gratifying to know how many of our younger writers are awakening to the possibilities presented by this great body of material. One would like to call their attention also to the numerous sea chanties that have been collected in the Maritime Provinces and to the widely varied traditions brought to our shores by the "New Canadians" of many nationalities. Mr. J. Murray Gibbon has well named these varied traditions a "Canadian Mosaic" and his book of that title will repay careful study. It will remain for future generations to blend the assorted colours of that mosaic into a consistent and eloquent pattern — in music as in other fields. To produce that pattern is likely to prove a more difficult task with us than it has proved, for example, in those Spanish American countries where the main racial characteristics have changed little in the last hundred years, or in Australia where the British strain is relatively more predominant. It is not surprising that a country like Mexico should be ahead of Canada in developing music of a recognizably national type — music with a strong Spanish strain, to be sure, but with the New World elements that lend it individuality.

If we hope to develop a similarly national idiom, every effort should be made to familiarize our people with those elements that might have a part in its make-up. One hopes that the Canadian Broadcasting Corporation — potentially the most influential body in this connection — will not be diverted by short-sightedness, by provincial and local influences and by the demand (sometimes loud-voiced but never universal) for exclusively "light entertainment" from its announced purpose of fostering those things that are likely to make for permanent worth in building Canadian civilization. If the C.B.C. capitulates to the morons it will mean a lengthy postponement of Canadian self-expression in all fields, and more particularly so in music. Such sketches as those given a year or so ago by Mr. J. Murray Gibbon and now embodied in the above-mentioned book should be a frequent feature on the Canadian air.

With respect to musical performance, Canadians have learned to respect and demand high standards. In choral music Canada established years ago a standard of her own; since the time of the late Dr. Vogt's visits with his famous Mendelssohn Choir to the United States, the reputation of Canadian choral singing has stood high with our neighbours. Canada has also given many outstanding individual artists to the world — a large proportion of whom, strangely enough, succeeded abroad in the operatic field — the least developed of all major musical spheres in Canada itself. In chamber music the Hart House String Quartet (founded in 1924 by the present Canadian High Commissioner in London, Hon. Vincent Massey) has won an enviable reputation at home and abroad. In nearly all our leading centres, chamber organizations will be found working with enthusiasm and often with a high degree of skill. The playing of stringed instruments has, of late years, reached an exceptionally high standard in some Canadian cities and each year brings us a new crop of talented young pianists. Wind instruments lag somewhat behind — doubtless because scope of activity for first class artists is limited and remuneration is not often high. However, a number of excellent players are resident already in Canadian cities and each year the general standard shows improvement.

The superb playing of the finest American orchestras, familiar to Canadians through the radio and otherwise, has for years constituted a challenge to our own organizations. Even if they would, Canadian orchestras dare not measure themselves by mediocre standards. Our audiences must not, however, be impatient or unreasonable. The budgets of most of our organizations are unbelievably small in comparison with those of American orchestras and the number of concerts for which a sufficient public is available is too restricted in some centres to allow our

players to develop perfect routine. The relative cost of rehearsals as against concerts thus tends to be unduly high and the cost of rehearsing a new and difficult work is practically lost if, after a single performance, it is laid aside for a period of several years.

Those conventional souls who wish to hear none but familiar works should realize that the quality of work done by any orchestra will seriously deteriorate if that orchestra is compelled to run constantly in a familiar groove and prevented from frequently tackling fresh problems such as are the life and soul of the artist, or for that matter, of the strongly individual worker in any field. We have in several Canadian cities abundant opportunity to develop standards of orchestral playing second to none, but a realization of economic and psychological facts and the removal of all unreasonable restrictions against essential improvements in personnel are indispensable. The natural temptation to rely for the major part of our broadcast music on excellent American orchestras which can be hooked up so inexpensively with our broadcasting system should not be made a pretext for neglecting to foster similar organizations at home; such an attitude is analogous to relying for our defence on the American Navy. Nationhood entails responsibilities as well as privileges. It would be encouraging too if efforts could be made to stimulate visits of Canadian orchestras to cities other than their own; at present the prevailingly American control of our concert situation combines with our old colonial inferiority complex and our short-sighted localism to render touring in Canada easier for American than for Canadian orchestras.

This situation obtains, however, not only with orchestras but with Canadian artists in general. Our real musical centre, so far as concert giving is concerned, would appear to be New York. It is extremely difficult for a young Canadian musician to secure worth-while engagements except through an American agency; the agents of the various types of "Community" and other concert series are able, by offering one or two box-office "draws" to include in their series any one they like, many of less ability at correspondingly lower fees, and these are rarely Canadians. Naturally one does not blame the agents for going no farther afield than they need do: that is simply a matter of business. But when an organization sets out to promote as many young Canadian artists as possible, and, because of the indifference or active opposition of their Canadian clients, reports itself as compelled to fall back on non-Canadians, the outlook for our talented young people appears black indeed. If the work of our artists were poor, one could not complain, but our public is too often unfair, comparing with a Flagstad or a Tibbet, with a Horowitz or a Rachmaninoff, with a Heifetz or a Kreisler Canadian singers, pianists or violinists who would compare very favourably with many a foreign artist of the second rank. Perhaps such comparison is not consciously made, but it is often implied in practice. To strive to attain first rate standards is, of course, every genuine artist's aim, but the public has no right to expect more than it pays for, and

A typical scene in Montreal at one of the Châlet orchestral concerts given weekly during the summer on the summit of Mount Royal.

Photo Associated Screen News, Limited.



in some cases it is beguiled into paying higher fees for imported artists than it need pay for as good or better ones at home. Moreover, opportunities of making public appearances have for the young musical performer a value far in excess of the mere fee and prestige. No artist, however talented, can realize the full measure of his potentialities without the frequent routine of playing to audiences and we cannot therefore expect even the most gifted to spring from our Conservatories, into full maturity without a period of apprenticeship to the concert platform. Where shall we find audiences with the patience to listen to our fledglings if our musical public fails to recognize the fine qualities of even our finished artists?

If space permitted, one would like to comment at some length on musical education in Canada — its virtues, weaknesses and problems. Standards of teaching have undoubtedly improved within the last few decades, but there is still too little public comprehension of all that the study of music involves, and the quack (on whom are laid no restrictions other than a limited enlightened public opinion) flourishes in too many cases by appealing to the vanity and overweening ambition of his pupils or their parents. Attempts are being made in some provinces to establish official registration of teachers. Properly controlled this can be a valuable safeguard, as it is in the legal and medical professions, but there is always a danger that such an organization may in time come to be controlled by men and women of greater business and political talents than musical knowledge and insight. In the meantime the standards set by our leading examining bodies are sufficiently high and sufficiently widely recognized to prevent the situation getting altogether out of hand. As long as such examinations are held, however, every effort must be made to impress on the public the difference in standards between well established and publicly controlled bodies and irresponsible, profit-making institutions: between institutions with and those without a musical faculty of high professional standing and wide experience. Every one interested in musical life should be on constant guard against everything in the nature of a "racket" — of which the musical profession has its full share. The leading institutions of the nation, moreover, should not be grudged financial support, public or private, sufficient to remove every temptation to commercialize their influence and sufficient also to enable them to offer to the Canadian student advantages in no way second to those that might be offered him abroad.

Music has come of late years to fill a larger place than formerly in the schools of most of our provinces. Again, one would like to comment at some length on this all-important subject but lack of space forbids. In many centres admirable work is being done and intelligent supervision is gradually replacing some of the rather haphazard methods of the past. In general it may be said that, while most of our choral school music compares favourably with the work done in the United States, instrumental music on the whole lags far behind. Although here and there one finds a high school or even a public school orchestra doing good work, we cannot boast of anything approaching the extensive instrumental activity of so many American states. But at least the old obscurantist attitude toward music that in past years afflicted too many of our educational authorities is fast disappearing and future developments of interest may be

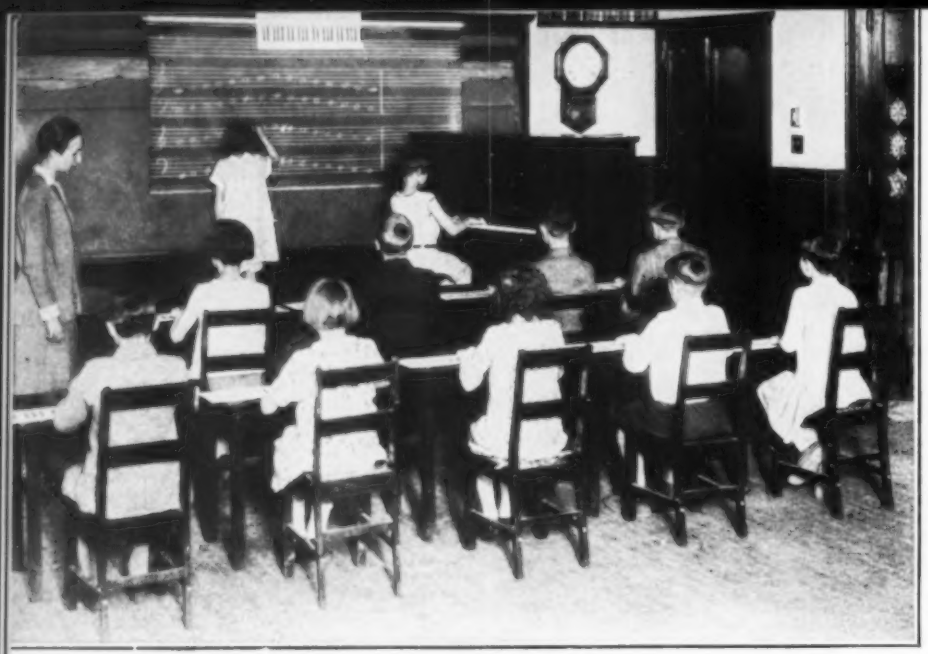


A variety of races unite in musical efforts. A group of children from Aberdeen School, Winnipeg, Manitoba.

Courtesy J. Murray Gibbon.



There are two chief concert halls in Canada — Massey Hall, Toronto, Ontario, and the Winnipeg Civic Auditorium, Winnipeg, Manitoba, illustrated above.



Over 30,000 school pupils throughout Canada belong to piano classes. In actual playing each child recites individually at the piano. A class in action as a whole in theoretical work and simple exercises.

Courtesy J. S. Atkinson.

anticipated. The competitive festival, now so popular in most parts of the Dominion, has in many cases proved a powerful stimulus to excellence in school music. One can only make bare mention of this institution; an adequate description of its many manifestations in Canada would require an article to itself. It has a strong social value as well as a musical one, for in many communities it unites New Canadians of divers races and languages in a common musical effort and does much to promote mutual understanding and goodwill.

In promoting some of our competitive festivals much good work has been accomplished by the Canadian Bureau for the Advancement of Music under the leadership of Captain J. S. Atkinson; the Bureau is responsible also for establishing in the schools of many provinces piano and violin classes for beginners, as an introduction to music study outside the regular curriculum. This economical method of conducting classes has opened up possibilities of music study to many children whose parents might not have been in a position to pay for individual lessons.

The most encouraging sign of the present times for the musician is the greatly widened public interest in music. The radio has brought many influences to bear on our social scheme and while not all of these are salutary, it has at least brought good music within the reach of all who wish to listen to it attentively. Despite the loud-voiced claims of the "jitterbugs" there is every evidence that more and more are doing so every year. The great audiences attending summer concerts in Montreal, Toronto, Vancouver, and other cities are an evidence of this. A more serious sacrifice of time, money and comfort is demanded of the "year round" concert goer, but such sacrifice is in increasing degree gladly made. There are many encouraging signs, too, that the interest of the next generation will be no less keen. If I may be allowed a reference that may seem personal, I should like to mention the recent formation in British Columbia and other Western Provinces of a number of school clubs that have done me the honour of adopting my name. These clubs, (for the formation and organization of which I take no credit whatsoever: they have been formed entirely within the various schools themselves) are devoted to the study and practice not only of music but of the fine arts generally, and their membership now runs into many thousands. When habits of serious attention to the fine arts are developed in our young folk throughout the country, the outlook for the future will seem bright.

Let us try to foster and widen this public interest and at the same time bring our various musical communities into closer contact with each other and with the public: let us arouse Canadians to a realization that music is a serious art as well as an entertainment and that the music of a nation, like any other art, is symptomatic of its nationhood. Then we may hope to see Canada take its place among the great musical nations: a creditor and not a debtor in the musical world. At a time when the very existence of European civilization is at stake our responsibility to humanity to preserve intact and to develop in all its manifestations the great inheritance we have received lies heavily upon us. Let us shoulder that responsibility gladly and justify our birthright.



Rally of MacMillan Fine Arts Clubs in Stanley Park, Vancouver, B.C., June 14th, 1939. The photograph was taken during the playing of the Junior Symphony Orchestra of Vancouver, the majority of which are High School students.

A violin class at work — and enjoying it immensely.

Courtesy J. S. Atkinson.





The Schubert Choir, Brantford, Ontario, which had the distinction of being invited to sing at the New York World's Fair in 1939 under the baton of its founder and conductor, Major H. K. Jordan, M.C., V.D., Mus. Doc.



The Toronto Mendelssohn Choir provides yet another occasion for music lovers at Canada's National Exhibition, Toronto. Dr. H. A. Fricker, Conductor, in the foreground.



The Church of St. Olai, in Tallinn, the capital of Estonia. It is surrounded by picturesque old buildings, and seven massive towers, not seen in the picture.

Photo by Nylander.

THE BALTIC MERRY-GO-ROUND

by **LAWRENCE J. BURPEE**

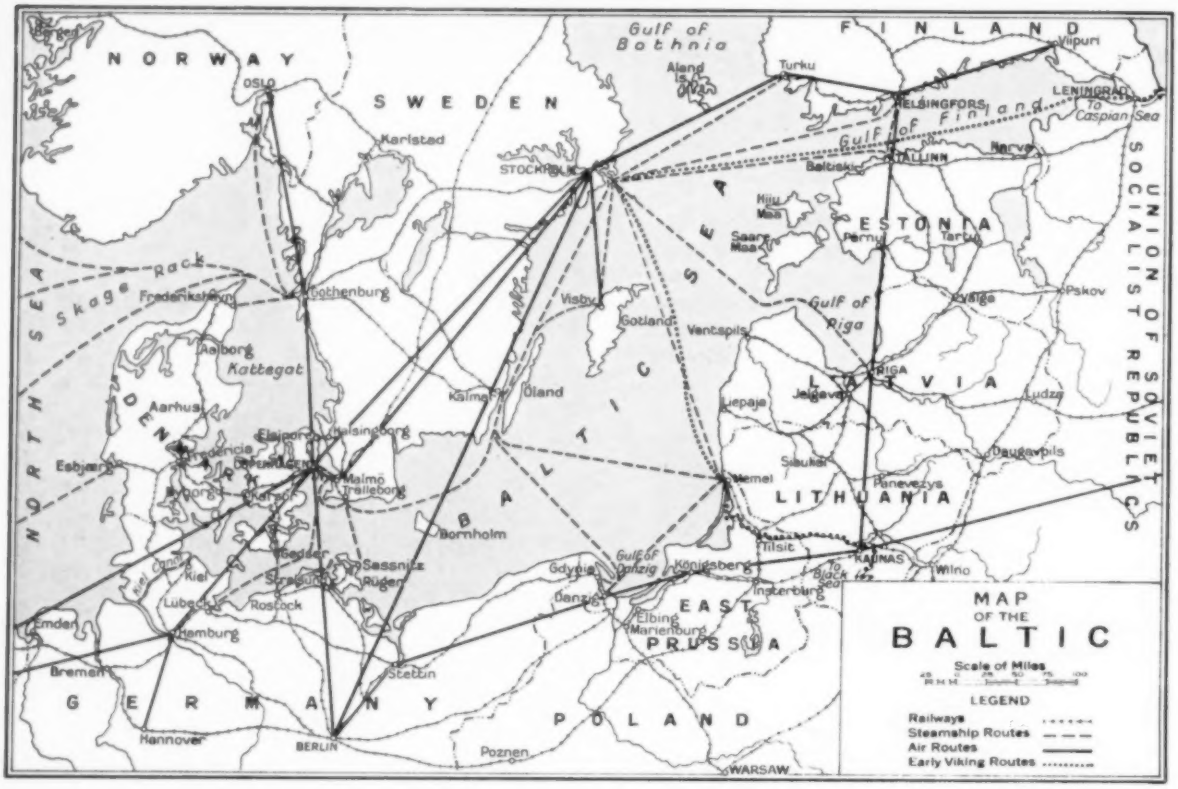
THE Baltic Sea and the lands about it have seen many changes in political control in the last seven and a half centuries. One nation after another has risen to power, lorded it over the rest for a time, then dropped back to where it began. Denmark, Sweden, Poland, Germany and Russia, each has had its more or less triumphant ride on the Baltic Merry-go-round, and what degree of good or ill the ride brought to the dominant country, or its victims, it would be hard to say. The story of how and why these things happened in the Baltic world, so far as one can attempt to tell it here, is worth recalling if only because the Merry-go-round is still revolving and has become part of the present War Circus in which we are all either performers or spectators.

The story goes back to the opening of the thirteenth century, when Denmark, at perhaps the most virile period of her history, had extended her empire round the Baltic from the Elbe to Lake Peipus, embracing what are, or until very recently were, North Germany, Poland, East Prussia, Lithuania, Latvia and Estonia. That control, which was maintained for about a century and a half, made the Baltic in a very real sense a Scandinavian lake, for it is to be remembered that throughout this period the people of Norway and Sweden, although not yet united to Denmark, were of the same race. This was the Viking era, the Scandinavian age of adventure, when the Northmen had already sailed in their small, open-decked, and extremely seaworthy ships down the Atlantic coast of Europe, and across the Western Sea to Iceland, Greenland and the continent of North America, and had made their way over what is now Russia to the Black and the Caspian Seas.

Before the close of the fourteenth century Norway and Sweden were united to Denmark. It was from the beginning an uneasy marriage. Scandinavians have always been individualists, and it was irksome enough to them to acknowledge allegiance to a local king without having to recognize the authority of a sovereign across the water. The result was that Sweden broke away from Denmark in 1523 and set up again its own kingdom. This was the beginning of Sweden's ride around the Baltic. With human perversity, having thrown off its own yoke it proceeded to fasten it upon others. Finland had already been annexed, and was to remain a satellite — it must be admitted a fairly willing satellite — for five hundred years. In 1560 what is now Estonia was added to Sweden, and under that redoubtable leader Gustavus Adolphus other territories were captured from Russia, Poland and Germany, and the Baltic became for a time a Swedish sea.

This political Merry-go-round, as you will see, is now taking on a rather eccentric appearance. It moves first one way around the Baltic and then another. Under Denmark it travelled contra-clockwise; under Sweden it reversed the process; and now, under Polish guidance, it again goes against the clock. Poland's age of territorial glory may be said to lie in parts of the sixteenth and seventeenth centuries, when she absorbed Lithuania, ignominiously defeated the Russians, and controlled, though not continuously or completely, the Baltic coast from Danzig around to the Gulf of Riga. That Denmark and Poland were sometimes at odds in these far-off days is suggested by the reference in *Hamlet* to the King of Denmark who "smote the sledded Polacks on the ice."

It will be observed that Sweden and Poland, in these centuries, seem to overlap as controllers of Baltic destiny. Indeed I am inclined to think that control is an overstatement of the situation. It was rather a matter of influence than control. Swedish and Polish influences were often at work at one and the same time in areas of the eastern and south-eastern Baltic. The story of this region, in the sixteenth and seventeenth centuries, is, as a matter of fact, very much like a tangled skein of yarn. Poles, Swedes, Germans and Russians are constantly fighting in and around the Baltic, in ever-changing combinations and with ever-varying success. The political scene presents itself as a sort of kaleidoscope in which the human fragments



The Baltic, Yesterday and To-day.

are forever falling into new and unexpected shapes. One of the characteristically odd complications of a strange situation was the election in 1586 of a Swedish prince to the throne of Poland, which, as some one has said, "far from cementing a bond of union between the two countries only embittered former dissentions."

Well, that brings us to Germany, which also harboured from time to time ambitions to control the Baltic and impose upon its neighbours the rule of what the Germans believed to be a necessarily superior race. German influence was wielded in the south-eastern and eastern Baltic, until comparatively recent times, through an order of chivalry known as the Teutonic Knights and their descendants the Baltic Barons. The Teutonic Knights had made it their mission to convert the heathen tribes of what are now East Prussia, Lithuania, Latvia and Estonia, and their method of proselytizing was one familiar to the Middle Ages, and not unknown to-day. They entered the villages of the heathen with a cross in one hand and a sword in the other, much as the soldiers of Stalin marched into Poland with a gun in one hand and a bundle of Communist leaflets in the other.

The crusade of the Teutonic Knights began some seven hundred years ago. They established themselves so firmly in East Prussia that it was not until early in the fifteenth century that the Poles drove them out, or at any rate crushed their power. In Lithuania they never succeeded in penetrating beyond the strip of territory around Memel, or as the Lithuanians call it, Klaipeda. They were more successful in Latvia and Estonia, where they established colonies and made serfs of the natives, having already bought out the Danish interests in Estonia. In 1560 they, or their descendants, had to bow their proud necks to the conquering Swedes, but, Swedes or no Swedes, they stuck to their estates and waited for another turn of the Merry-go-round.

That came in 1781 when Russia, having already acquired most of Finland (the rest was ceded by Sweden in 1809), drove the Swedes out of Estonia and took possession of what is now Latvia. In 1772 she had obtained Lithuania from Poland, and now controlled the entire eastern coast of the

Baltic from its northernmost point to Memel. But though these were now all Russian lands, and the Russian hand could be very heavy, it was not so easy to keep the people in subjection. The Teutonic Baltic Barons had been established in Estonia and Latvia for many generations, as the Poles had, though not for so long, in Lithuania. Their relationship, and particularly that of the Baltic Barons, to Russia was something like that of the Scots to England. They may have been conquered, but they had their revenge by picking up the most coveted jobs in the civil and military services of their conquerors. Also there were the Lithuanians, Latvians and Estonians to consider, the peasantry of the Baltic states. These simple-minded people, though down-trodden and despised by both their own Barons and the Russians, were determined to regain the freedom they had lost. They had to wait a long time, but their chance came at last, after the World War of 1914-18.

The last phases of this long-drawn-out Battle of the Baltic, the last turn of the Merry-go-round, that is to say the last of which we have as yet any knowledge, may be put aside for a moment while we consider a little more in detail the characteristics of the Baltic Sea, the Baltic countries and the Baltic peoples. First a dry figure or two. The Baltic Sea, including the Gulfs of Bothnia and Finland, has an area of 184,496 square miles, or about twice the combined area of the Great Lakes. Of this area 12,753 square miles are occupied by islands, the most important being the Danish islands of Zealand, Funen, Laaland and Bornholm, the Swedish islands of Gottland and Oland, the Aland Islands of Finland, and Osel and Dagoe in the mouth of the Gulf of Riga, which nominally belong to Estonia, so long as Russia permits.

The Baltic Sea for five thousand miles washes in succession the shores of Denmark, Sweden, Finland, Russia, Estonia, Latvia, Lithuania, and, as matters stand at the moment, Germany. In shape it somewhat resembles that necessary but vulgar organ the human stomach, the Skagerrak and Kattegat representing the throat and the Gulf of Finland the duodenum. The U.S.S.R. appears at this time of writing to be making the control of this geographical duodenum a serious issue with its neighbour, Finland.

The Baltic, an almost tideless and comparatively shallow salt-water lake, was in the early days of its history a Viking training-ground, as runic inscriptions on the Island of Gottland and elsewhere attest. Here they developed and tested their beautifully proportioned sailing craft, built both for speed and seaworthiness, before taking them out onto the turbulent waters of the Atlantic. And in these waters grew up in time a sea commerce not only among the ports of the Baltic, which would later become members of a once powerful Hanseatic League, but also between Baltic ports and Atlantic and Mediterranean ports, from the twilight days of history when strange Phoenician vessels sailed around into the Baltic to trade their wares for precious cargoes of amber, to these less romantic but equally savage times when tramp steamers laden with Finnish pulpwood for England or the United States are sunk by German submarines or mines.

The Baltic countries must also yield their inevitable harvest of statistics. Sweden's area is about half that of British Columbia, and its population now amounts to something over six million. Its people are said to be the purest of all the Teutonic stock, though Herr Hitler would never admit it. Denmark's area is a few thousand square miles less than that of Nova



A winter scene in Finland. Modern hotel in the outskirts of Helsingfors.



Malmö, Sweden, across the Sound from Copenhagen. Central Square with City Hall in left background.
Courtesy Swedish State Railways, New York.

Scotia, and its population is nearly four million. Sweden and Denmark therefore about equal Canada in population. Finland has an area of about one hundred and thirty-three thousand square miles, that is to say its land area; its labyrinth of large and small lakes adds considerably to the land total. Its population is about four million. The three small Baltic countries, Estonia, Latvia and Lithuania, have respectively areas of eighteen thousand six hundred square miles, forty-one thousand square miles, and twenty thousand square miles, and populations of a million and a quarter, two millions, and two and a half millions. The area of that part of Germany tributary to the Baltic, that is to say Prussia and East Prussia, together with Memel, Danzig and what a short time ago was called misleadingly the Polish 'Corridor', is about one hundred and fifty thousand square miles, and its population approximately forty-five millions. Adding the part of Russia tributary to the Gulf of Finland, and its population, it may be said that, in round figures, the Baltic region embraces an area of six hundred thousand square miles, in which there are at present some sixty-five million people. Incidentally it may be noted that there are to-day living in Canada, of these Baltic peoples, about eight hundred and sixty thousand, of whom something more than half are of German origin, one hundred thousand Scandinavian, and the remainder from the eastern and south-eastern sides of the Baltic. There is, of course, a very much larger number in the United States.

Having returned around the Baltic to Denmark, it may now be convenient to gather together a few impressions of the people who are occupying the Baltic countries, and of their homes. And nothing is more characteristically Danish than the Danish capital Copenhagen, seated serenely on the coast of Zealand and looking across the blue Sound to Sweden. One reaches it by railway from Jutland by means of a series of sea ferries, through a land of dairy farms and beech woods, picturesque islands, sand dunes and ancient castles, the land of Hans Christian Andersen and the sculptor Thorwaldsen. Gay, lighthearted Copenhagen dates back to the twelfth century, and is to-day an altogether charming combination of the very



Heikinkatu Street in Helsingfors, the capital of Finland.

old and the very new, venerable buildings and tens of thousands of bicycles, runic inscriptions and cocktails, mediaeval barbers and an endless variety of what the Danes call *smorresbrod* and the Swedes *smorgasbord*. It is a single layer of bread and butter, spread with something else, and that something else in Scandinavia has infinite variety, all the way from plain ham or cheese to raw beef with chopped onions and egg, or *pâté de foie gras* and fresh caviare.

From Copenhagen to Malmö in Sweden, or, if you prefer, from Helsingör (the Elsinore of *Hamlet*) to Halsingborg, you cross the Sound in a ferry. Malmö is a busy seaport and the third city in Sweden, and as you travel north from it you find yourself in a land of sugar-beets, endless acres of them stretching off to the horizon, providing sugar for all Sweden and to spare. This is the province of Skane, the oldest part of Sweden, full of venerable castles and ancient estates, some of them on the long narrow island of Oland. And to offer another contrast to mediaeval castles, one finds at Jönköping the factories that produce most of the world's matches.

Stockholm, founded seven hundred years ago — these Baltic cities make one realize how very much our North American towns are things of yesterday — covers a dozen or more islands. It is a peculiarly attractive place to those who prefer their picturesqueness without dirt, for it is probably the cleanest and best-kept of the world's great cities. But it is more than that. Stockholm has many interesting memorials of other days, and many admirable examples of modern architecture, the royal palace, the city hall with its magnificent banquetting chamber, parks and museums, indoor and outdoor, and its famous restaurants, where, again, one may enjoy *smorgasbord* — one place boasts of 147 varieties.

From Stockholm one may travel north to the world-famous iron mines of Kiruna, in Swedish Lapland, without shipments from which Germany would be in a very bad way. It is just possible that in times like these Sweden may find the possession of mountains of almost pure iron — 58 to 70 per cent — not an unmixed blessing. With a powerful, covetous and unscrupulous neighbour on the other side of the

Baltic, and the sympathies of her own people swinging toward the Allies, she must watch her steps. Neutrality becomes a difficult role to play. Meanwhile the company that operates the mines has made the lives of its workmen very comfortable, even though Kiruna is in the extreme north. The town enjoys electric light and telephones, good roads, vocational schools, public libraries, co-operative stores, hospitals, model bath-houses, parks, and cheap power for all sorts of electrical gadgets in the houses.

Travelling from Stockholm to Helsingfors, which may be done very comfortably by steamer, and much more quickly by air, one passes through or over the entrance to the Gulf of Bothnia, and, if by air, over the Aland Islands, which Finland possesses, Sweden has a very strong interest in, because they dominate the approaches to her capital, and Russia covets. What will become of them only time can tell. It will be remembered that they were occupied by the Germans in the last Great War and used as a naval base, but when they were turned over to Finland there was an understanding that they were not to be fortified.

Helsingfors is a smaller edition of Stockholm so far as cleanliness and tidiness are concerned. Possibly that may be due in part to the considerable Swedish element in Finland, which has been there for hundreds of years, and to which belong many of the upper classes. However, in the spectacular political events of the last twenty years, in which a Red Revolution was succeeded by a White, and the country finally settled down to the ways of democracy, the very progressive social legislation of Finland has been due more to the Finns themselves than to those of their people who are of Swedish descent. Equality of the sexes has been made more complete here than perhaps anywhere else in the world. The percentage of illiteracy is very low; and there is little or no real poverty. Finland is a region of forests and these are her most valuable asset. Only six per cent of the land is cultivated. Left to herself, with her hard-working and self-reliant people, Finland would be one of the most contented of the world's democracies. But will Russia leave her to herself? Or must she follow in the sad footsteps of Austria, Czechoslovakia, Albania, Poland, and the three little Baltic states?

For some time past the Governments of the U.S.S.R. and Finland have been discussing demands by the former upon the latter that bear a significant resemblance to those that led to the extinction of the first four and the virtual reduction of Estonia, Latvia and Lithuania to the position of vassal states of Russia. What will come of the negotiations probably will be known before this article is printed. Finland apparently is trying to come to an understanding with the Communist Bear that will satisfy its appetite, at any rate for the time being, without sacrificing Finnish independence. One of the main objects of the U.S.S.R. would appear to be the widening and strengthening of its outlet to the sea by way of Leningrad, the Gulf of Finland and the Baltic, and this can only be done at the expense of Estonia and Finland. Estonia has already bowed to the inevitable. The Finns may refuse to do so without war, and the U.S.S.R. may not think it desirable to go to that length.

Leningrad, once St. Petersburg, and then Petrograd, is a city of nearly three million inhabitants, still a very important place, though to-day overshadowed by Moscow. Before the last War it dominated the east shores of the Baltic and their peoples, politically, socially and economically. It may well be the policy of Joseph Stalin to make it again the principal gateway to and from Russia.

Facing Helsingfors, on the other side of the Gulf of Finland, is Tallinn, the capital of Estonia. Small steamers take you over in an hour or two. Better known by its old name of Reval, this city of one hundred and fifty thousand people is another of the ancient Baltic seaports, having been founded by the Danes as long ago as 1093. It seems to have more individuality than any of the other towns of the eastern coasts of the Baltic. It has been described by Owen Rutter as "a city of grey towers

Top right:—The City Square in Visby, on the Swedish Island of Gottland. Ruins of St. Karin's Church on the left. Courtesy Swedish Travel Information Bureau, Inc., New York.

Bottom right: — Canal scene in Copenhagen showing the Thorwaldsen Museum and in the background the tower of St. Nicolai Church (now a municipal library).







The Town Hall Square, in Riga, with the House of the Black Heads, built originally in 1234, on the right.
Reproduced by permission of the publishers, Robert McBride and Company, from *A Wayfarer in Estonia, Latvia and Lithuania* by E. C. Davies.

A modern solution of a traffic problem in the heart of Stockholm.
Courtesy American Swedish News Exchange, Inc., New York.



topped with red tiles; of stone stairs beneath arching gateways; of narrow cobbled streets that wind steeply to the Dom, the rocky eminence on which is perched an ancient castle; it is full of quaint old houses whose peaked roofs look as though they might have been made with a pack of cards, so abruptly do they slant; above them rise lofty slender steeples, pewter-hued; and in the midst of all this are electric trams and modern buildings in the German style."

From Tallinn one may travel by rail or air to Riga, the capital of Latvia, another very ancient seaport, which, like Memel, Danzig and a dozen other Baltic ports, was once a member of the powerful Hanseatic League. A city of half a million people before the last War, and then one of Russia's principal seaports and an imposing industrial and commercial centre, Riga has, temporarily at least, lost about a quarter of its population and much of its business importance. With its venerable Black Head House and other relics of former greatness it is still, however, an extraordinarily interesting place to visit.

Still travelling south, into Lithuania, over the same comparatively level country that is characteristic of the three Baltic republics, one comes to Kaunas. This rather uninteresting town, once a Russian fortress, has been what one might call the temporary capital of Lithuania. The Lithuanians have insisted that Vilna was their true capital, and its seizure by Poland was the source of much bitter feeling. Now that it has been restored to them by Russia, the seat of Government may be moved there again.

Lithuania is even more definitely than Latvia or Estonia an agricultural country, three-quarters of its people being farmers. As the result of many generations of Polish influence, the overwhelming majority are Roman Catholic, as, due to Swedish influence, most of the people of Latvia and Estonia are Lutherans. The Lithuanians are described by those who know them intimately as a happy race, gay and untroubled in spite of their many vicissitudes. The Lithuanian farmer is as self-contained as the French-Canadian *habitant;* he makes or grows nearly everything he needs.

Memel, for a few years Lithuanian's seaport, was founded in 1252 by the German Order of the Sword, and taken over in 1328 by the Teutonic Order. On the dissolution of that Order Memel passed into the hands of the Prussian Crown. Its people have always been mainly German in origin, and Lithuania's title to the city and the neighbouring coast was perhaps not even as valid as Poland's title to Vilna. At any rate Memel is again, for the time being, part of Germany.

Memel has always been noted as a shipping point for amber, which for many centuries has been gathered on the shores of the Baltic, from Memel to Denmark, but particularly in the neighbourhood of the Kurisches Haff, that long narrow lake formed by a sandspit 60 miles in length. Amber, valued even in prehistoric times as an ornament, and sometimes called the "tears of sea-birds", was largely responsible for the development of lines of travel between the Baltic and the Eastern Mediterranean.

Travelling west along the Baltic shore one comes to Königsberg, originally a fortress of the Teutonic Knights and for a time the residence of the Grand Master of the Order. It was later the residence of the Dukes of Prussia, and then capital of the kingdom. For a long period it was the outlet for Russia's vast stores of timber and grain.

Danzig, another very old Baltic port — they all seem to be ancient, with one exception — has had a checkered career. Owing allegiance sometimes to Germany and sometimes to Poland, it has lately had a period of semi-independence, and is at the moment once more German. Danzig's most characteristic feature is the mediaeval German style of its architecture. Nowhere will be found a more striking contrast than between Danzig and the neighbouring city of Gdynia, developed by Poland in the last few years from a small fishing village to a large and thoroughly up-to-date seaport, equipped in every way to handle incoming and outgoing commerce.



Part of the city wall in Visby, Gottland, built in the thirteenth century. It has thirty-seven towers.
Courtesy Swedish State Railways, New York.

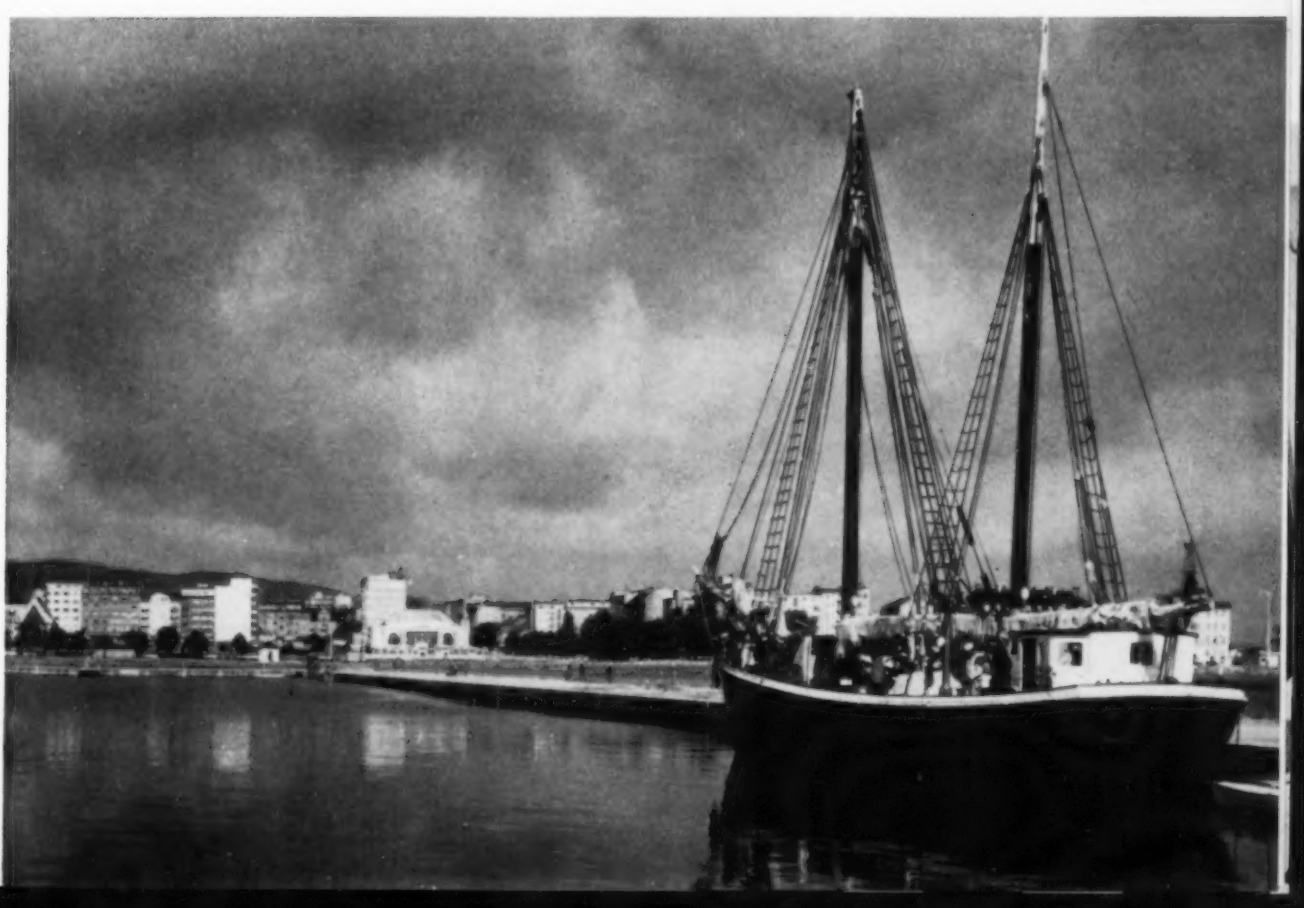
Passing rapidly through the German ports of Sassnitz, from which ferry steamers carry passengers to Trälleborg in Sweden; the island town of Stralsund, once a Hanse port, and between 1648 and 1814 the property of Sweden; and Lübeck, the oldest town on the Baltic coast of Germany, enjoying a considerable sea-traffic with Denmark and Sweden; we find ourselves back again in Copenhagen.

A few words more as to the present situation on the Baltic. Denmark, Sweden, Poland, Germany and Russia have each at one time or another, as I have endeavoured to show, looked upon the Baltic as its *Lebensraum*. Denmark and Sweden have long since abandoned any claim they might have had to control more than their own national interests, and the same can quite truthfully be said of Poland. All three have asked nothing more than the liberty to secure the welfare and happiness of their own people. There remain the two great Dictatorships. German ambitions in the Baltic have been a strong feature of her national policy for a long time. Russia, which once had ambitions in the same direction, seemed to have abandoned them after the coming into power of the Communists. Within the last few months there has been a marked change in Soviet policy so far as the Baltic is concerned, and to-day those unnatural partners, Hitler and Stalin, appear to be uncertain whether either can afford to let the other go too far in its control of the Baltic.

The conclusion of non-aggression treaties between Russia and Estonia, Latvia and Lithuania, respectively, in 1932, was followed this year by the offer by the Fuhrer of similar pacts, which were almost necessarily accepted. The statesmen of the three Baltic republics were bound to assume that the Russian and German treaties meant neither more nor less than a guarantee of their independence. That their thoughts may have been uneasy as they signed on the dotted line is suggested by an article in the July, 1939, number of the *Fortnightly*, by Wolfram Gottlieb, a Latvian journalist, in which he describes the Nazi aim toward the small Baltic states as he conceives it to be. "It is" he says "to draw Estonia, Latvia and Lithuania away from the influence of the West, to increase the group of countries friendly to, or at least not antagonistic to, Berlin, and to create right under the Russian and Polish windows a meadow where the Prussian war horse may safely go out to grass." How far this aim has been perforce modified by the more recent action of the U.S.S.R., or what that action may ultimately mean, it is impossible to say. One suspects, however, that the Prussian war horse might to-day find the gate of the Baltic meadow shut and locked. In any event, the three little democracies, threatened on either side by a gigantic and utterly unscrupulous dictatorship, must look to the future with very serious misgiving, and pray earnestly for the victory of Great Britain and France. They, and the plucky Finns, will not have forgotten the words of Pericles, spoken twenty-five centuries ago, but still valid: "Let them remember that prosperity can be only for the free, but freedom is the sure possession of those alone who have the courage to defend it."



The City of Danzig with its mediaeval buildings, the ancient Crane Gate on the right.



The harbour of the neighbouring and very modern port of Gdynia.

Courtesy Gdynia America Line.


YUKON QUE



New Wings For The Yukon Mail

by J. HARPER PROWSE

THREE centuries ago men dreamed of, sought, and failed to find a north-west ocean passage to the mysterious and exotic East. To-day, men speak again of a north-west passage — a short, practical air route which will bring the trading centre of the teeming and awakening Orient within a few hours of the financial and industrial capitals of North America.

Such a route would run from the Eastern United States through Chicago and Minneapolis north-westwards through Edmonton and across the rugged and beautiful wilderness of Northern British Columbia and the Yukon to Nome on the western tip of Alaska. Here it would leave North America to cross Bering Strait and then curve south-westwards across Siberia and Manchukuo to Peiping, Shanghai, Hong Kong and other capitals of the East. This route is 2,700 miles shorter from Chicago to Hong Kong than the 10,695 mile route via Hawaii and the Philippines now followed by Pan American's Pacific Clippers flying from San Francisco.

It is the route selected after a careful and scientific examination of all the available data by aviation experts seeking a route which would enable them to offer the speed, comfort and safety which air travellers have learned to expect and demand. And, although geographic and climatic conditions foredoomed the dream of a north-west ocean passage to unfulfilment the only thing preventing the immediate establishment of the necessary services on this new air route is the unsettled condition of international affairs.

On this continent the chain of services is completed. First link in the chain is Trans-Canada Air Lines which spans the Dominion, with scheduled stops at all main cities. From T.C.A.'s termini at Vancouver and Edmonton, Yukon Southern Air Transport's Barkley-Grow airliners fly northwards to Whitehorse in the Yukon, completing the second link and connecting with Pacific Alaska Airway's Electras for Fairbanks and Nome. At Winnipeg, Montreal and Vancouver connections may be made with other air services which fan out to cover all principal cities in the United States, Central and South America. It is now possible to fly from Nome, Alaska, to practically every city of importance in the western hemisphere, and from New York Pan American Airways' clippers cross the Atlantic as Imperial Airways' flying boats did before winter and the war put a temporary end to their schedules.

The story of TCA and its development under the benevolent guidance of the Canadian Department of Transport and Canadian National Railways is well known to all Canadians and aviation men everywhere. Pacific Alaska is a subsidiary of the huge and influential Pan American Airways' system that operates more than 50,000 miles of scheduled services.

Of the three companies which complete the chain of services between Nome and the United States Yukon Southern has the most exciting history. Its planes pioneered the air service over

Left:—Yukon Southern's first Barkley-Grow "The Yukon Queen".

Photo by Basil Dean.


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the most isolated and remote districts on this continent. Having neither a fabulously wealthy parent company or government to supply its equipment, guide its actions, pay its bills and meet its deficit, Yukon Southern had to prove that its services were necessary and satisfactory before it received mail contracts.

Five years ago Yukon Southern — it was then known as United Air Transport — was a two-machine, fish-freighting partnership operating on a limited scale in Northern Alberta and Saskatchewan, flying frozen fish from lakes to railroad sidings. Less than three years have passed since its pilots made the first experimental flights to the Yukon from Edmonton. Yet to-day it can truthfully claim to be the most modernly-equipped independent airline in Canada. And its record shows that it was the first commercial company to use two-way voice radio on its scheduled runs, the first company in Western Canada to put its pilots into uniform, and the first to adopt the use of twin-motored modern aircraft as standard equipment on all main-line runs.

The first flight to the Yukon from Edmonton was made in the spring of 1934 when Grant McConachie and Ted Field — with Art Rankin, now with TCA, as engineer — set out from Edmonton with a party of four prospectors in two lumbering, obsolete Fokker Universals, powered by Wright J-5 225 horse-power motors. These planes, with a payload of about 900 pounds rolled along at 90 miles per hour in good weather. The pilots followed a path which led them over the Rocky Mountains at Jasper, westwards to Prince George, then northwards through the Fort St. James mining country to Two Brothers Lake, and Dease Lake, and then across to Teslin and finally to Carcross — five days after they had set out from Edmonton.

To-day Yukon Southern's schedules call for the completion of the 1,100-mile journey from Edmonton to Whitehorse in seven hours and 30 minutes. This fall when it was impossible to land at either Watson Lake or Fort Nelson Chief Pilot Ted Field brought one of the Barkleys through from Whitehorse to Edmonton in five hours and 10 minutes including stops at Fort St. John and Grande Prairie.

It was not until the spring of 1937, however, that the company's officers decided to attempt to establish an air service between Edmonton and the Yukon. Several charter flights had been made into the country before that time and they believed that the service would prove popular in the Yukon and Alaska. So the Ford tri-motor which the company had purchased the previous winter from the Royal Canadian Air Force was renovated and fitted out as a passenger machine.

The cost of developing an air service in a country so rugged and inaccessible as Northern British Columbia and the Yukon was, as all aviation men knew, tremendous, and there were many times when it seemed that those who had predicted an early failure for the enterprise were right. But McConachie, Field, their pilots, Sheldon Luck, Ernie Kubicek, Charlie Tweed, Len Waagen and the others, the engineers, Ralph Marshall, Pete Seamans, and Chris Green, and Barney Phillips, Vice President and Traffic Manager, were convinced that they were backing a good horse, and the work went on.

The route had to be charted, landing places discovered and marked on the maps which they often had to draw themselves because proper maps were not available for many parts of their route. Arrangements had to be made for gas caches and the gasoline flown in, emergency landing



Joseph Haire of Edmonton celebrated his 103rd birthday by taking his first aeroplane ride in the "Yukon Queen."



The "Yukon Queen" returns to the Edmonton airport after its first flight to Grande Prairie. The T.C.A. hangar and the city of Edmonton in the background.

places spotted, docks placed at regular landing points, agents appointed, business secured, and cabins built to shelter crew and passengers at stopping points.

During the spring and early summer of 1937 radio stations were installed at Fort Nelson, Lower Post and Whitehorse to supplement those already in operation at Edmonton and Fort St. John. Learadio equipment was brought in and installed by Hans Broten, chief radio technician for the company. The Ford was equipped with two-way radio which permitted the pilot to converse with ground stations.

Men were then selected and trained in weather observing and reporting and the use of the radio equipment, and placed at the lonely outposts along the route where the radio stations had been established.

This all cost money, of course, and before it was undertaken it was necessary to get outside support for their enterprise. McConachie had taken a trip east to see what he could do about raising the funds, and in Montreal he met A. J. Nesbitt, well-known financier. Impressed by the optimism and enthusiasm displayed by the tall, cheerful, young pilot-executive, and the possible future of the service, Mr. Nesbitt put up the capital necessary to finance the starting of the run.

At about this same time the Canadian Post Office Department was wondering how it could meet demands from the Yukon for improvements, and particularly a speeding up, in the postal services. While they were pondering this problem a request was received from Yukon Southern for permission to inaugurate a weekly air-mail service between Edmonton and the Yukon. This request was accompanied by the enthusiastic recommendation of Major R. Walter Hale, superintendent of postal services in the Edmonton district and one of the most enthusiastic supporters of air mail services in Canada. Accordingly the request was granted.

The Edmonton-Whitehorse run was inaugurated on July 5, 1937, the same day as an Imperial Airways' flying boat crossed the Atlantic and landed at Montreal. It took the Ford tri-motor, bucking heavy headwinds, 16 hours and 40 minutes to complete the flight, but the service was enthusiastically received all along the route. Increasing the mail poundage as the service became better known were shipments of gold bullion from the mines and dredges in the Yukon.

Although these shipments were infrequent and small at first, during the past two years they have been steadily increasing and during the past few months the planes have been bringing out about 300 pounds of gold dust and bullion each week and the figure is slowly increasing. The interest and insurance saved by the difference in time between sea and air services more than offset the increased cost of transporting the gold by plane.

During the winter of 1937 Yukon Southern started an experimental passenger and express service between Fort St. John and Vancouver, connecting with the Whitehorse plane at Fort St. John, and stopping at Prince George, Quesnel, Williams Lake and Bridge River. This tapped the rich Peace River farming country where 60,000 people are so anxious for an outlet to the coast that, failing to receive government aid, they have nearly completed a highway through the Monkman Pass to Prince George by their own efforts. The service was proved to be practical and an airmail contract for the run was received and the inaugural flight made August 5, 1938.

At this point it might be well to explain the story behind the name of the company. The reader will have noticed that reference is made to the fact that at one time Yukon Southern was known as United Air Transport. It also operated in British Columbia for some months under the name of Ginger Coote Airways.

The company was registered in Alberta as United Air Transport and operated under that name for a fairly long period. When it branched southwards to Vancouver, however, United Air Lines, one of this continent's major airlines, objected to United Air Transport's name because it was so similar to their own.

Investigation showed that only United Air Lines had the right to use the words United Air in its name in British Columbia. Now when United Air Transport had branched southwards to Vancouver it had united with Ginger Coote Airways, so for several months its operations in British

Waiting! The day Their Majesties visited Edmonton. A scene at the head of Portage Avenue. In the centre foreground Grant McConachie and his "Yukon King."





Above:—A Fokker picking up a load of furs at Charley Lake.





Above:—A Fokker and the Ford preparing to take off from a northern lake.

Left:—Radio operator's cabin under construction at Fort Nelson.





Above:—Chief Pilot Ted Field landing a trapper and his load of supplies on a northern lake. The plane is one of the old Fokkers.

Left:—The Ford tri-motor being prepared for flight. The pilot is taking off the wing-covers and the mail which has been brought to the plane by dog-sled.



Above:—Yukon Southern's original fleet of three Fokkers, lined up on the Edmonton airport.



Above:—A group of Indians gather to watch two of the "man birds" at Two Brothers Lake in Northern British Columbia.

Below:—One of the Barkley-Grow airliners "tucked in for the night" at Charley Lake near Fort St. John.



Above:—A party of natives and a white trader beside a United Air Transport plane at a lake in the Yukon. The trader is displaying a wolf pelt. Much of the work in the North is on "charter" carrying supplies into lonely trading posts, and bringing furs out.





Right:—Typical load of mixed freight carried by the Ford tri-motor into a mining camp in Central British Columbia.

Columbia were carried out under the name of Ginger Coote Airways and elsewhere as United Air Transport. But this proved unsatisfactory in many ways and, after the agreements with Ginger Coote Airways had been terminated, the company was re-incorporated under the name of Yukon Southern Air Transport, Limited, in March, 1939.

At about this same time executives of the company decided that it was time for a complete modernization of the company's equipment. Once again McConachie received the support of A. J. Nesbitt in making the necessary financial arrangements and three twin-motored, all-metal, Barkley-Grow airliners were ordered from the Canadian Car and Foundry Company, Limited. The first was delivered in March, 1939, and placed immediately in service on the Vancouver-Whitehorse run.

This sleek machine, originally designed and developed for military use as an attack bomber, has a top speed of 226 miles per hour, a service ceiling of 27,000 feet, and will fly at and maintain an altitude of 8,000 feet with only one of its two 450 horse-power Pratt and Whitney Wasp Junior motors in operation. In its soundproofed cabin is luxurious accommodation for eight passengers and a crew of two with large baggage and mail compartments. It is, like its two sister ships which were delivered at intervals later in the summer, equipped with all the latest blind flying and navigation instruments including two-way radio and Learadio compass direction-finding equipment.

This last mentioned instrument is an ingenious device which can be tuned to any radio station — either short wave aeroplane broadcasting stations or broadcasters on the standard wave band — and the bearing of the plane from the station to which the radio is tuned determined quickly and accurately. This enables the pilot to adjust his course so as to fly directly to or at an angle to the broadcasting station, or, by taking bearings on two or more stations, to determine his position on the map.

This is accomplished by using the characteristic of the loop antenna which will pick up signals most effectively when the loop is in line with the broadcasting station and least effectively when at right angles to the station. The pilot merely tunes into the selected station and then turns the loop until the indicator shows at what position it registers the weakest reception. At this point the loop is at right angles to the station and it takes but a moment to calculate the direction of the station from the plane.

The weakest point is used in preference to the strongest because a very slight change in the angle of the loop when near its weakest point will produce a relatively large change in the strength of the received signal, while when the loop is in line with the station it takes a relatively large movement of the loop to produce any appreciable change in the volume of the received signal.

The three Barkley-Grows are now used entirely on the mainline runs. The two that are on wheels are operated on the Edmonton-Fort St. John and Vancouver-Fort St. John runs and the third, on pontoons, is on the Fort St. John-Whitehorse run. During the winter it will be equipped with skiis and its pontoons have been loaned to Rear-Admiral Richard E. Byrd for use on the Barkley-Grow he will use in his flights over Antarctica.

There have been changes in the route since the early days. Instead of landing on the treacherous Liard River at Lower Post, pilots now land at Watson Lake in a valley about 25 miles farther north-west. Preliminary work of selecting and clearing landing fields for wheel and ski-equipped



Left:—A Fokker and a Waco beached at Fort St. James.



Testing a Barkley-Grow machine.

machines along the route was done by the company and has now been taken over by the Department of Transport which is keenly interested in the possibilities of this route.

Fields at Grand Prairie and Fort St. John have been levelled, graded and improved. Runways at Grande Prairie are 3,600 feet long and at Fort St. John 4,800 feet long. In preparation for the day when pontoons and skiis will be abandoned and all flights will be made with wheel-equipped machines, landing fields have been selected and cleared at Fort Nelson and Watson Lake. In addition sites for emergency fields have been selected along the route at 100-mile intervals and the work of clearing them started. The Department of Transport had technicians examining the route for several weeks last summer.

Winter operations, with the wide variety of climatic conditions encountered along the Vancouver-Whitehorse route, brought a number of problems. One of these was the necessity of using skiis in the North and wheels at Vancouver. It was necessary on a flight between these two points to change to wheels at Prince George on the southbound trip and back again on the northbound. To facilitate this change Yukon Southern's engineering staff devised a special "U-shaped" attachment to the skiis so that they could be attached to the wheel of the plane — thus obviating the necessity of removing the wheel as is customary.

To put on the skiis, all that is necessary is to lay them in front of the plane, taxi onto them, push the wheels into place and bolt on the clamp. The pneumatic tires act as shock-absorbers. To take off the skiis all that is necessary is to unbolt the clamp and pull the skiis from under the wheels.

Whenever it is necessary to leave a plane standing for any length of time in the open during the winter the engines are covered with a special canvas cover. It is not necessary to drain the new motors as in the old days. An hour or two before "take-off" the engineer will take his blow torches and go inside the tent formed by the engine cover and lighting the torch permit it to heat the engines. When they are hot the cover is whipped off as quickly as possible and the engine started before it has time to cool off. Wings of the plane are covered with canvas covers to prevent snow from freezing to the wings when the plane is left standing outside for any length of time.

One day last winter Chief Pilot Field took off from Grande Prairie and completed a flight through to the Yukon with the Ford tri-motor when the official temperature was reported as 64° below zero! It is not uncommon for a pilot leaving

Whitehorse in 40° below zero weather to encounter rain when he reaches Vancouver.

Besides its mainline runs Yukon Southern also operates weekly mail services from Prince George to the Fort St. James mining districts, monthly mail services from Prince George to the Fort Grahame and Ware trading posts, quarterly service to Nelson Forks and Fort Liard from Fort Nelson. During the past summer a triweekly service to Oliver and Penticton in Southern British Columbia was established and the service to the Yukon was doubled from Edmonton.

This winter, due to the uncertainty of flying conditions at Vancouver, the Fort St. John-Vancouver run will terminate at Kamloops which is six hours out of Vancouver by train and is served by both the C.P.R. and the C.N.R. Mail on this run is increasing steadily in volume largely because of the efforts of G. H. Clarke, district director of postal services at Vancouver. It was through the co-operation of Mr. Clarke, Major Hale, at Edmonton, and George H. Herring, superintendent of land and air mail services, at Ottawa, that Yukon Southern was enabled to improve its services in all districts.

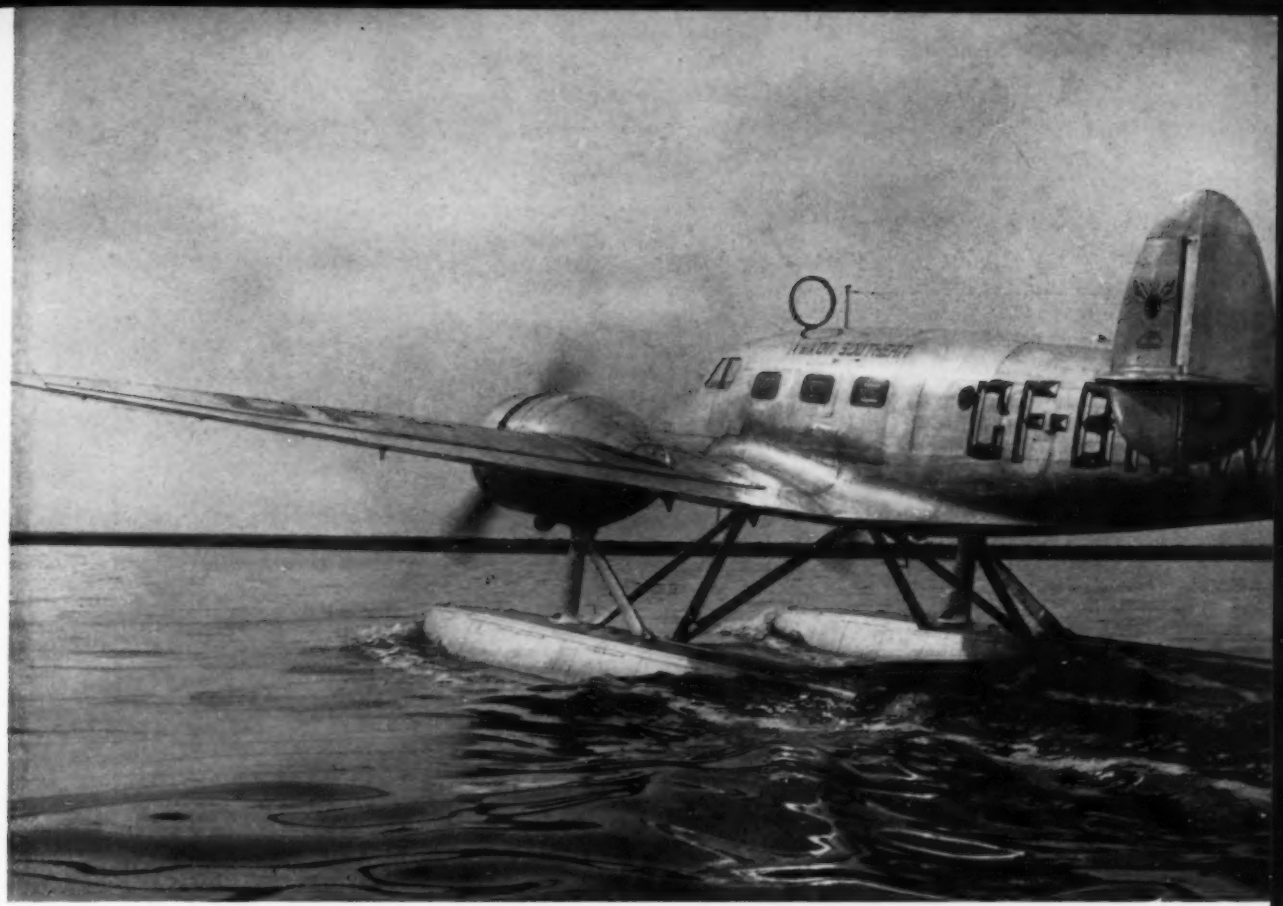
To-day, while practically all Canadian commercial aviation operators are being severely hit by the war, Yukon Southern reports that business is better than ever. Passenger and mail figures are both curving upwards. It is the only means of communication between the Yukon and the rest of Canada without passing through neutral country. The mines and dredges in the Yukon are producing and the war has tended to increase rather than to decrease their production. Traders and trappers in Northern British Columbia and the Yukon plan to carry on as usual and do not expect that they will feel any ill effects from unsettled world conditions.

Since the Barkley-Grows were put into service, passenger traffic on the main lines has increased 50 per cent. There is something about these silvery, gleaming skyrockets that has captured the imagination of the miners of the Yukon, the trappers of the Liard valley and the farmers of the Peace River country. They like to travel in them. And hunters from Eastern Canada and the United States find in the Barkleys the same comfort and service they have learned to enjoy travelling between their home cities on the country's largest airliners.

Two years ago the Yukon airmail was merely an experiment and Yukon Southern's services hardly more than an ambitious and daring gamble. To-day the Yukon airmail service seems destined to become a link in the "lifeline of the Empire," it is the official communication line between Washington and Alaska, and had become one of the major airlines on this continent. And trappers and traders and miners, who travelled by snowshoe, dog-team and canoe only five years ago now receive their supplies and mail from the swift-winged couriers of the sky which have revolutionized their way of life.

In winter flying fields are kept available for use of both wheel and ski-equipped planes by means of tractor drawn rollers which squeeze the air out of the snow and so pack the runways as solidly as concrete. This action scene at Edmonton may also be witnessed at Whitehorse, Grande Prairie or Fort St. John.





The "Yukon Prince" taxiing out on Cooking Lake for the take-off on its first flight to the Yukon.

Yukon Southern engineers inspect the "Yukon Prince" when it arrives at Cooking Lake, near Edmonton, for use on the Yukon mail service.



EDITOR'S NOTE-BOOK

Sir Ernest C. MacMillan, Mus. D. (Oxford) LL.D., B.A., a world authority in the field of music illuminates "Canadian Musical Life" in this issue. Born in Canada and receiving his early education here, Sir Ernest continued his studies abroad for many years. His leadership in Canada is indicated in his multiple positions,—Conductor of the Toronto Symphony Orchestra, Dean of the Faculty of Music, University of Toronto, and Principal of the Toronto Conservatory of Music. Knighthood was conferred on him in 1935 by His late Majesty King George V — "for services to Music in Canada" — the only musician resident in the British Dominions to receive this honour.

Robert C. Wallace, Ph.D., D.Sc., M.A., a world figure in the realm of education is yet another son of Scotland to make his home in Canada. Graduated by Edinburgh, Goettingen and St. Andrew's Universities, Dr. Wallace has received honorary degrees from many Canadian Universities. He accepted the Principalship of Queen's University in 1936 which position he now holds. A lecturer and writer of note his outside interests include the Canadian Institute of Mining and Metallurgy, The Canadian Society for the Protection of Science and Learning and The Canadian Geographical Society.

Lawrence J. Burpee, LL.D., needs no introduction to readers of the Canadian Geographical Journal. His eminent position as an exponent of authoritative historical subjects is further evidenced in his comprehensive depiction under the title "The Baltic Merry-Go-Round" of the why and wherefore of the Baltic region on which the eyes of the world are now focused.

J. Harper Prowse, B.A., has specialized in journalism, since he was graduated from the University of Alberta. In "New Wings for the Yukon Mail" Mr. Prowse provides readers of the Journal with the results of two years' study of human and economic aspects of rapid peace-time penetration which aviation has wrought in Canada's North-west frontiers.

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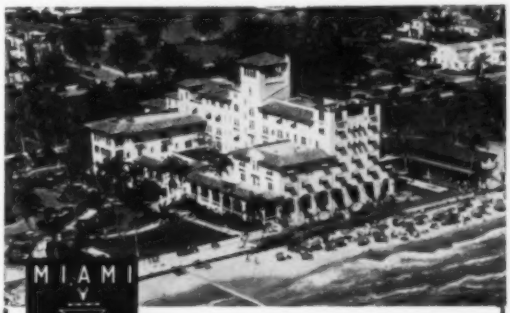
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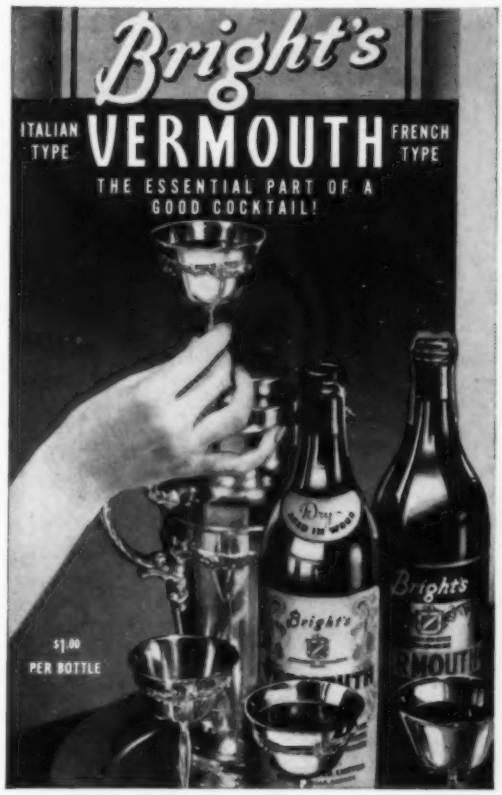
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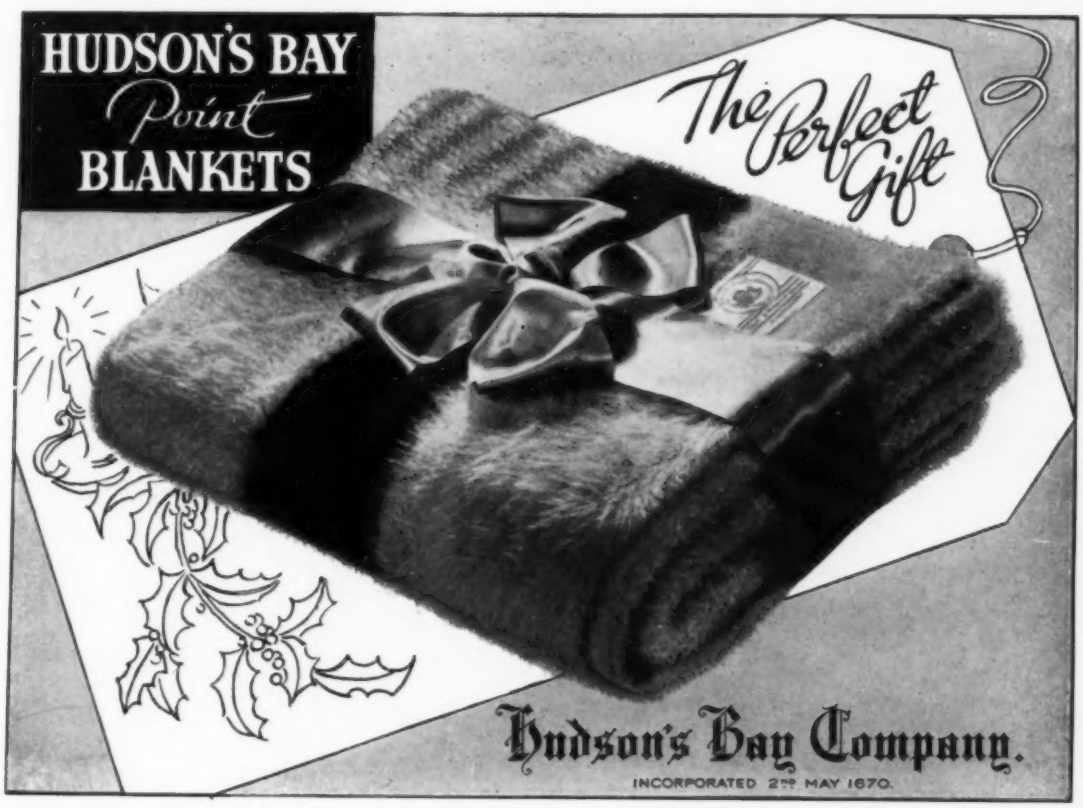
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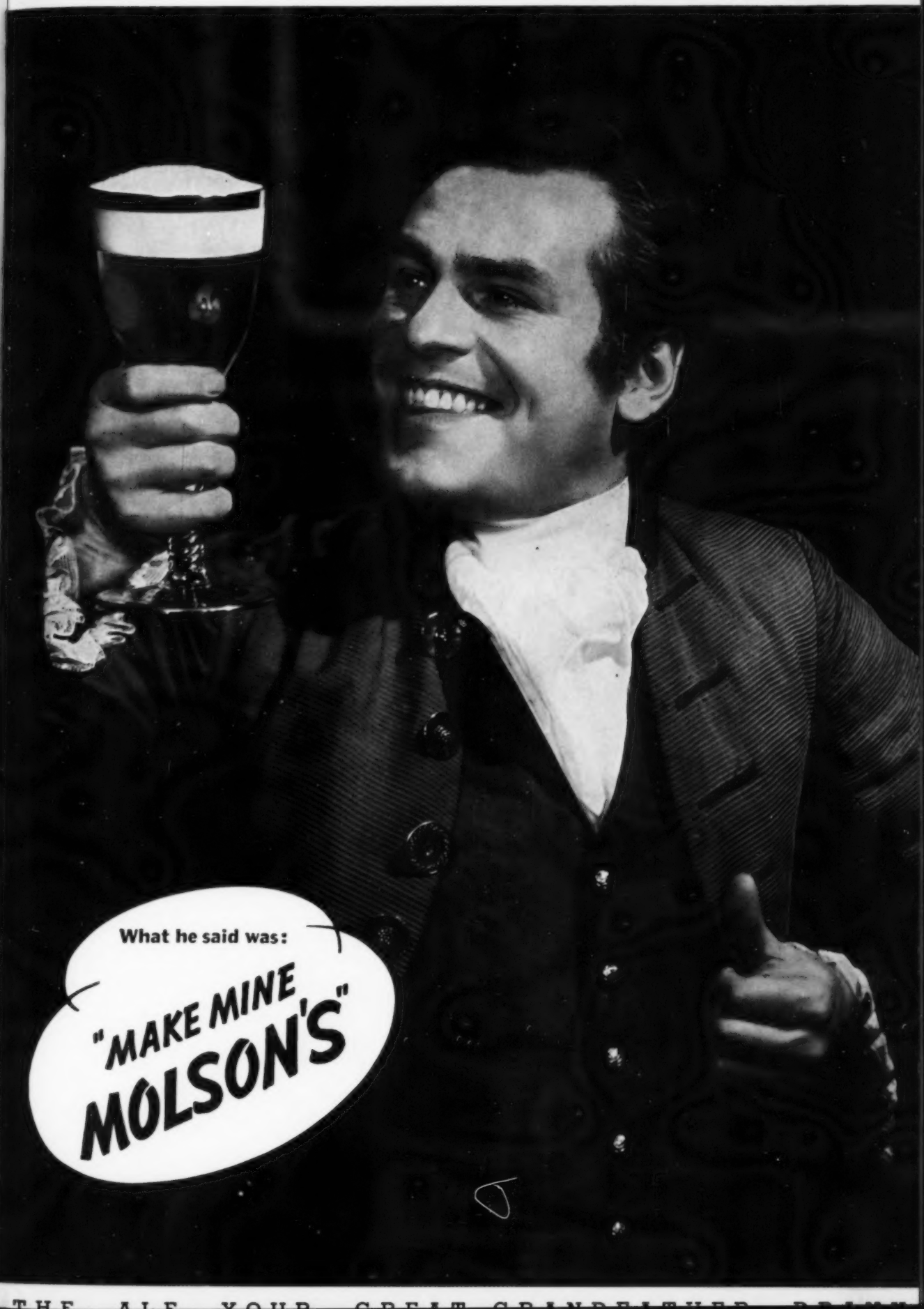
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